Weather
Unsettled weather. The maximum temperature yesterday was 84.2 and the minimum 69.3, the figures for the corresponding day last year being 82.2 and 63.3.

The China Press
大陸報

The Mail Box
MAILS for America-Europe, Str. China, Sept. 28. Mails close, Reg. 6 p.m. 27th, Ord. 8 a.m. 28th.
FOR Europe and way ports, Str. Nankin, October 2.
FROM America and Europe, Str. Siberia Maru, Sept. 30.
FROM Europe and way ports, Str. Dunera, Oct. 6.

NO. 2802 VOL IX. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 庚申年八月十五日 SHANGHAI, SUNDAY, SEPTEMBER 26, 1920 大正四年 第三種郵便物認可 20 CENTS.

COMMITTEES SELECTED TO BALK FAMINE; ACTORS HELP

Fifteen Chinese And Ten Foreigners To Ask Funds

BIG MEETING HELD

Many Business Men Attend Gathering To Devise Plans

$1400 IS RAISED

Frawley Players To Put On Benefit Performance

The famine relief movement took definite form in Shanghai yesterday with the organisation of a general executive committee, the formation of a plan to give quick and substantial aid to the stricken millions in the northern provinces and the announcement of Mr. Daniel T. Frawley that he and his players will contribute their services, without pay, at a benefit performance to be given at the Lyceum Theater on Monday evening, tickets for which have already been bidden in at $1400. It is Mr. Frawley's hope that he may be able to duplicate his performance at Manila when he collected $22,000 for the Red Cross. The Company is delaying its homeward journey a day in order to put on the benefit, the entire proceeds of which are to go to the Famine Relief Fund.

The general executive committee was tentatively selected at the conclusion of a mass meeting at the former German club, which was largely attended by both Chinese and foreigners. The mass meeting, which, under the general direction of eight honorary chairmen, was addressed by several speakers, including Mr. C. Y. Sun, of Tientsin, who recently visited the famine stricken district. Mr. Sun gave a graphic picture of the death and suffering that are now devastating large areas of north China and closed with a stirring appeal for help for the ill fated millions who are sure to perish unless outside aid reaches them soon.

The general executive committee will be composed of fifteen Chinese and ten foreigners. The Chinese members are: Sung Hanchang, Fu Siao-an, T. T. Sheng, P. T. Sheng, V. Y. Loh, P. H. Lo, C. L. Hsu, T. T. Chuan, T. C. Kuan, C. Y. Sun, Y. T. Wong, C. T. Chang, W. H. Wu, C. C. Chen and S. C. Chang.

THE FOREIGN COMMITTEE

The foreigners who have been asked to serve on the committee, the majority of whom have accepted, are: E. S. Little, J. Harold Dollar, W. E. Morris, W. A. B. Nichols, G. W. Shepherd, A. Brooke-Smith, H. Madier, G. H. Stitt, William Souter, George A. Fitch and Father Bayol.

The honorary chairmen who conducted the mass meeting yesterday were: Mr. Tang Shao-yi, Mr. Feng, Mr. Chien, Bishop F. R. Graves, Bishop Paris, Dr. D. MacGillivary, A Brooke-Smith and Mme. Sheng Kung Pao.

The mass meeting was addressed by Mr. Tang Shao-yi, Mr. H. H. Kung, Rev. Yui Kok-tsung, Mr. Wang I-ding and others. Mr. Tang, in a moving talk, pointed out the pressing necessity of immediate aid for the sufferers and expressed the hope that all the people of Shanghai, Chinese and foreigners alike, would rally to the call that is being addressed to them. He also called attention to the advisability of making a united effort and of bringing every bit of energy to bear in the movement for relief.

GRAPHIC WORD PICTURE

Mr. Sun, who is one of the most public spirited merchants in Tientsin, painted a graphic word picture of the suffering in the north, much of which he witnessed on a recent journey through the famine stricken area.

"The scenes of suffering and hardship were simply indescribable," said Mr. Sun. "Even from the train windows one could see the bodies of men, women and children in the roads and fields. Parents could be seen digging at the roots of trees in the hope of finding nourishment for their

(Continued on Page 4)

We Reply To A Letter

Two days ago a letter was received from a prominent local firm, stating that they could not understand why so many new electrtype blocks were required for printing their name in their advertisement, as THE CHINA PRESS had had more blocks than the ..... (various contemporaries). To this letter the following reply was despatched:

".....We can quite understand that we have had more blocks from you than any other paper in Shanghai. A block becomes worn *by use only*, that is, by the number of impressions taken from it. As THE CHINA PRESS has the largest circulation of any foreign daily in the Far East, it is easy to understand that our blocks wear out quicker than those used by any other paper."

And we have the most modern and fastest newspaper press in use by any foreign daily in the Far East.

PAN-PACIFIC DINNER MEETING PROGRAM GIVEN

Plans For Building Of Roads To Hangchow And Nanking To Be Presented

A scheme for the construction of highways from Shanghai to Hangchow and Nanking will be presented by members of the road committee at the second general meeting and dinner of the Pan-Pacific Association to be held at the Great Eastern Hotel on Tuesday evening at 8 o'clock.

Members of the Consular Body, the Chinese local officials and municipal officers will be guests. Mr. Tong Shao-yi, president of the association will preside and speeches will be delivered by Judge C. S. Lobingier of the United States Court for China, Dr. C. T. Wang, China's envoy at Versailles, and Mr. H. Middleton. The municipal band will play.

Plans are being made to accommodate 1,200 guests. Tickets for the banquet may be secured from Mr. H. C. Sung, manager of the Bank of China, Messrs. Moutrie and Co., Messrs. Squires and Bingham and the World's Chinese Students' Federation. All those who are interested in the movement for cosmopolitanism are requested to attend.

The banquet will also be open to ladies.

NEW DISORDERS IN ITALY ARE TRAGEDY CAUSES

(*Reuter's Service*)

New York, September 24.—Associated Press despatches from Italy report serious rioting in various centers.

In Rome disorders, including rifle-firing, have occurred which on the outskirts of the capital, assumed the character of a pitched battle.

A bomb thrown in the Piazza di San Carlo, near the Central Police Station, killed three persons.

Some 200 arrests have been effected.

Turin has been the scene of rioting, and seven persons were killed in clashes between the workers and the military.

London, Sept. 23.—Although the Italian industrial situation is obscure, it already appears that Sunday's settlement is disowned by the workers, who are resolved not to evacuate the factories until the employers pay them for work done during the occupation.

On the other hand, the employers are jibbing at the nature of the dual control devised by Signor Giolitti.

Race Riot Caused By Chicago Negro

(*Reuter's Service*)

London, Sept. 22.—A telegram from Chicago reports that a negro with a razor almost completely severed the head of a white man, leaving him dead.

On this becoming known, a race riot ensued, in the course of which a crowd chased three black men into a Catholic church. Two of them hid in confessional boxes while the priest courageously held back the crowd until the arrival of police.

Shanghai's New Tennis Champions "Talking It Over"

HERE is a remarkable character study of Messrs. H. Toussaint (left) and R. Carnavarro (right) snapped within five minutes of their victory over Messrs. J. L. Wade and J. Tanaka in the Championship round of the Shanghai Lawn Tennis Association's doubles tournament for 1920.

The photograph was taken by Mr. F. Leitao, fellow-member of Mr. Carnavarro in the Portuguese Sporting Association. Behind Mr. Carnavarro in the photograph is Mr. E. E. Leitao, who was his doubles partner when the P. S. A. won the league championship.

A complete story of yesterday's thrilling match will be found on the first page of today's "pink" section.

THOUSANDS OF POLES MURDERED BY BOLSHEVIKI

Slaughter In Vilna Reported In Despatches Sent To London Times

(*Reuter's Service*)

London, Sept. 23.—The Times learns "authoritatively" that during their recent temporary occupation of Vilna the Bolsheviks murdered 2,000 persons, mainly Poles, and that many of the victims were ferociously tortured.

The Bolsheviks are now engaged, adds the journal, in making a widespread propaganda in Vilna where numbers of demobilised soldiers are being retained. The Moscow Soviet is stated to have recently assigned half a million gold roubles to propaganda in Esthonia.

ARMISTICE DENOUNCED

The Poles and Lithuanians are apparently obstinately determined to avert peace, in spite of protestations to the contrary.

Reuters Warsaw correspondent states that the Poles denounced the armistice with Lithuania owing to the latter's alleged breaches of faith, particularly with regard to military relations with Russia to the prejudice of Poland.

The correspondent reports that a number of Spartacists from Prussia have passed through Lithuania and are now fighting in the Soviet ranks, while the Lithuanians have mobilised their forces which are maintaining an aggressive attitude.

Polish communiques corroborate the latter facts and add particulars of the Polish operations against Russia. They claim that the Poles have captured thousands of Bolshevik prisoners, guns and booty. The Polish line was

(Continued on Page 2)

CATHOLIC CHURCH IS ATTACKED BY TROOPS, CHARGE

(*Reuter's Pacific Service*)

Canton, Sept. 19 (by mail).—The Italian Consul-General in Hongkong, whose jurisdiction also extends over Kwangtung and Kwangsi, recently communicated with the Commissioner of Foreign Affairs at Canton, complaining that the Kwangsi or Administrative troops, stationed at Waichow on or about September 7, fired on a Catholic church at Niamao in Waiyang, according to the report from Father Louis Grampa, in charge of mission work there.

The Commissioner for Foreign Affairs has referred the complaint to the Military Governor for investigation and information.

Eleventh Hour Effort Is Made To Prevent Strike Of Coal Miners

(*Reuter's Service*)

London, September 23.—The Conference of the Labor Triple Alliance was resumed this morning, but adjourned immediately in order that each section might consider separately the report of the joint deputation to the Prime Minister last night.

It now announced that the miners' delegates rejected the proposal to take a second ballot on the question of submitting their claim for a two shilling advance in wages to arbitration.

A report issued by the Coal Miners Executive shews that Mr. Smillie informed the miners' delegate conference that the Executive did not recommend the acceptance of the Government's alternative proposal to submit the wages question to an impartial tribunal, or determine wages by output under an agreed scheme.

LONG DISCUSSION

After a lengthy discussion as to whether the former alternative should be referred for a second ballot, the conference decided that "nothing had emerged which required reference back." This decision is being communicated to the conference of the Triple Alliance tonight.

During the proceedings Mr. Smillie read a letter from Mr. Lloyd George, in which he explained certain matters which arose at last night's conference.

London, Sept. 24.—An eleventh-hour attempt to avert a coal strike was made this morning, when, at the suggestion of Mr. J. H. Thomas, M. P., the railwaymen's leader, the Executive of the Miners' Federation again met the Premier at Downing Street.

In view of the possibility of a strike, the Government has decided to continue "summer-time," which should have lapsed on September 27, until October 25.

The Board of Trade announces that the Miners' Executive has agreed to recommend the miners' Delegates at their meeting this afternoon to suspend the strike notices for a week, in order to meet the coal-owners and discuss Mr. Lloyd George's plan for the payment of wages according to output.

PREMIER IS ACTIVE

London, September 23.—Mr. Lloyd George is obviously determined to leave no stone unturned in his endeavor to settle the coal crisis, which is drifting to its climax.

In his letter to Mr. Smillie, mentioned in an earlier message, the Premier elucidates his plan for the payment of wages according to output.

Mr. Smillie, in reply, said that the plan was fully understood, but

(Continued on Page 2)

Russian Flag Hauled Down When Chinese Reject Former Envoys

(*Reuter's Pacific Service*)

Peking, September 24.—Prince Koudacheff, the Russian Minister, has addressed a note to the Waichiaopu this afternoon, in which he says:

"Today there has been made public the Presidential Decree issued on the recommendation of Your Excellency. The text of this Decree has been personally handed to me.

"I am informing all Russian Consuls in China of the promulgation of this Decree for the information of Russian citizens sojourning in their consular districts.

"Russian citizens in China will remain henceforth deprived of official Russian protection, and I beg to express the hope that the Chinese Government will be careful to have the Presidential Order embodied in the Decree abovementioned thoroughly executed in regard to efficient measures towards safeguarding the persons and property of peaceful Russian citizens."

CHARGES INFRINGEMENTS

"On this occasion I beg to affirm that this safeguarding must be based on an exact application of the status quo of the Russo-Chinese Treaties, because as I have on several occasions warned the Chinese Government, all the infringements which have been made in the last three years of the Russo-Chinese Treaties can only become lawful when they are agreed to by a regular All-Russian Government recognised by China.

"The following are the principal of these infringements:

"(1) In May, 1918, the Russo-Chinese agreement concerning anti-alcohol measures along the frontier and Sungari River was cancelled by China. (Waichiaopu's note, May 21, 1918).

"(2) A Presidential Decree of November 22, 1919, cancelled the treaties concerning the autonomy of Outer Mongolia.

"(3) A Presidential Decree of January, 28, 1920, cancelled the agreement concerning the political status of the Hulunpaer region.

SPIRIT OF CONTRACT

"(4) The spirit as well as the text of the contract of 1896 re-

(Continued on Page 2)

POLICE WAYLAID AND SLAIN BY IRISH REBELS

Forty Arrests Follow Raid When Officers Are Ambushed By Sinn Feiners

(*Reuter's Service*)

London, Sept. 23.—A sensational fight, involving the loss of five lives, has occurred in County Clare when a lorry transporting a number of constabulary was ambushed by a large force of armed men. Four police were killed and one severely wounded.

Military reinforcements were rushed up and engaged the attackers, but sustained severe casualities, one of them being killed and a number wounded.

London, Sept. 23.—Later details of the fight in County Clare (previously reported) show that a motor-lorry containing six policemen was ambushed at Dromin Mill by 150 armed men. Four of the police were killed, and two seriously wounded. The soldiers rushed up two more motor-lorries, and a pitched battle followed, in which the police were fired on from both sides of the road.

The Sinn Feiners' casualties are not known. When the attackers withdrew, the military made a sortie through the surrounding country and made 40 arrests.

Following upon the above affair, it is stated that armed men last night burned down a number of houses in the neighboring town of Milltown Malbay and two villages nearby. Three civilians were shot dead.

WILSON REFUSES TO TAKE ORDERS ON TARIFF PACTS

(*Reuter's Service*)

Washington, September 24.—The State Department today issued the formal announcement that President Wilson has decided not to carry out the instructions from Congress to annul the existing treaties between the United States and foreign countries, by which the United States is prevented from granting special import tariffs and transportation rates on imports carried in American bottoms.

The announcement says that President Wilson reached the decision on Sept. 1, before the expiration of the period of 90 days within which, under the terms of the Merchant Marine Act, the treaties must be abrogated.

It is added that the President has not consulted any foreign Governments regarding the matter.

CROWD IN FAREWELL OVATION TO ENVOYS LEAVING SHANGHAI

Sir Everard Fraser To Take Post As Chief Of Consular Body On Retirement Of Mr. Siffert

When the people of Shanghai Settlement turned out en masse yesterday afternoon to bid farewell to Mr. D. Siffert, who has been doyen of the consular corps here and is now on his way home to Belgium, and to Mr. Edwin S. Cunningham, consul general here for the United States who is leaving the community for a vacation, a most impressive display of esteem was made.

Sir Everard Fraser, consul general for Great Britain, succeeds Mr. Siffert as dean of the corps. The place, because of seniority, would have fallen to Mr. T. Raaschou, consul general for Denmark, but he did not feel able, under the press of other duties, to accept the responsibility.

Sir Everard has been a resident of Shanghai for about ten years and has won great popularity here in his official capacity as well as because of his personality.

There was a guard of honor recruited from the Sikh division of the Municipal Police to escort the retiring doyen, an unprecedented number of detectives in civilian clothes was assembled to meet any contingency, high officials of the protective force of the community were out in full dress uniform and in force and there was a throng of interested spectators.

A band played the national anthemns of the various countries represented in the departing crowd of passengers who boarded a tender at the Municipal Jetty for the trip to Woosung to take their quarters on the Empress of Asia and there were many manifestations of regret when the little vessel made her way down the Whangpoo with a passenger list that included some of the most widely known and best liked residents of the Settlement.

Mr. Cunningham, is on his way to join Mrs. Cunningham in South Africa after which the couple will visit Great Britain and then go to the United States for a vacation.

MAY DISCUSS TAXES

Mr. H. H. Arnold, president of the American Chamber of Commerce in China, was another passenger. Mr. Arnold is taking a vacation at home but it is rumored that while he is in the United States he will make a trip to Washington to discuss the legislation enacted in recent years which, it is contended, is unadvantageous to American business men in the Far East who are brought into competition with other nations who are not so handicapped.

Another important member of the party is Mr. Hsu En-yuan, Chinese vice-president of the new Chinese-American Bank, which was opened here this week, and who is recognised as one of the leaders of financial thought in the Far East. It was Mr. Hsu who interested important financial interests in America to the extent that a large loan was offered, part of which was withheld when chaotic conditions arose at Peking, and it is anticipated that his visit to the United States may result in further activities that will come to the relief of the Northern government.

NEWSPAPER MAN LEAVES

One of the most interesting passengers on the ship is Mr. Frederick H. Smith, staff correspondent of the Chicago Tribune, one of the best known war correspondents, the man who "discovered" the "Lost Battalion" in France, and a news writer who was a moving spirit in the Yunnan expedition, that rescued Dr. Shelton, the missionary who was held for ransom a few months ago. He is accompanied by his son, Arthur, and they are to make their home in Tokio. Mr. Smith has been representing his paper in China, and Siberia for some time but is to remove his headquarters to Tokio.

Mr. R. H. Parker, until recently managing director of the Shanghai Life Insurance Company, and his daughter, Miss Betty, were also embarking on the vessel. Mr. Parker is to put his daughter in school in the United States and will spend several months vacation in America.

STEAMSHIP LINES IN HOLLAND TO INVADE FAR EAST

(*Reuter's Service*)

London, Sept. 23.—Some of the most important Dutch shipping companies, including the Java-Japan Line, the Holland-Amerika Line and the Rotterdamsche Lloyd, have combined under the title of the United Netherlands Shipping Companies with a capital of £16,500,000 with the object of opening new services to East Asia, the East Indies, Australia and Africa.

EX-GERMAN SHIPPING

Paris, Sept. 23.—The German shipping, surrendered to the Allies, totals nearly 2,000,000 tons, which is almost all that is due under the terms of the Peace Treaty.

CANADA UPHOLDS EMPIRE

Toronto, Sept. 23.—The Congress of the Chambers of Commerce of the British Empire today passed a resolution, urging all Chambers of Commerce and Boards of Trade throughout the Empire to join the British Imperial Council of Commerce and also recommending the Dominions and India favorably to consider through their respective Chambers of Commerce and Boards of Trade the decision of the directors to admit them to membership of the International Chamber of Commerce as economic units with special representation upon the Council of Administration.

A further resolution was passed, recommending that every British Colony, possessing facilities for the purpose, should be encouraged to maintain shipyards in order to keep the British Merchant Marine in a commanding position.

Further Successes Are Reported For Mesopotamia Army

(*Reuter's Service*)

London, Sept. 23.—A War Office communique dealing with Mesopotamia announces a number of minor operations, which have encountered no serious opposition.

The Blockhouse system on the Bagdad-Kut el Amara line is now completed.

Cox Has Narrow Escape From Hurt

(*Reuter's Service*)

New York, Sept. 23.—A telegram from Phoenix, Arizona, states that a special train in which Governor Cox, the Democratic candidate for the presidency, was traveling, was wrecked, owing to the rails spreading. Governor Cox and several of his party were shaken but not seriously injured. The engine-driver had his leg broken.

Hoover In Account Of Peace League Expense Budget

(*Reuter's Service*)

Washington, Sept. 24.—Mr. Herbert Hoover, Treasurer of the League to Enforce Peace, testifying before the Senate Investigation Committee, stated that $85,000 has been contributed to the League in the past five years.

MILLERAND GETS OVATION FROM FRENCH SOLONS

Foreign Policy Is To Be Of Broad Nature, Declares New President

(Reuter's Service)

Paris, Sept. 23.—The voting in the National Assembly's election of President was as follows: M. Millerand, 695 votes: M. Delory (Socialist Deputy for the Department of the Nord) 69 votes. These were the only two candidates.

The total number of votes was 892, of which 20 were scattered and 108 were returned blank.

M. Millerand received an ovation when he entered the Assembly, which was opened by M. Leon Bourgeois, the President of the Senate. The fact that the election of M. Millerand was considered a foregone conclusion, together with the very wet weather, lessened the interest in the ceremony, at which the attendance was only about half what it was when M. Deschanel was elected in January last.

At the conclusion of the ceremony the new President delivered a speech in which he said it was the President's special duty to ensure the continuity of a foreign policy worthy of France's victory and her dead.

The President was loudly cheered along the route as he motored from Versailles to Paris. Madame Millerand did not accompany her husband to the Elysee Palace, probably from a delicate regard of the fact that the sorrow-stricken Madame Deschanel is still in Paris.

The vote by which M. Millerand was elected is the third highest ever given to a President. M. Thiers having been elected unanimously, while M. Deschanel was returned by 734 votes.

MILLERANDS ATTITUDE

Paris, Sept. 22.—M. Millerand, replying to the congratulations of Parliamentarians today, took the opportunity of explaining the reference, in his recent declaration of willingness to accept the Presidency, to the amendments of the country's constitutional laws which he contemplates.

He said his idea was that these should only be discussed when the Peace Treaty is being carried out, and France is fully restored and reorganised.

For the time being, in his opinion, the present laws allow the President actually to take part in the drafting of treaties, and to act on his own behalf in the conduct of foreign affairs.

LEYGUES IN CABINET

New York, Sept. 24.—An Associated Press message from Paris reports that M. Georges Leygues, ex-Minister of Marine, has accepted an invitation from M. Millerand to form the first Cabinet under his administration, and he will also be Minister of Foreign Affairs.

Paris, Sept. 22.—Ex-Premier Clemenceau left Marseilles today on board the steamer Cordillere, bound for the Far East.

Eleventh Hour Effort Is Made To Prevent Strike Of Miners

(Continued from Page 1)

a proposal of such magnitude would demand much thought, and the consent of the miners before it was adopted. The Miners Executive repeated its assurances that, when the present wage claim is disposed of it is prepared to take part in an enquiry into the whole wage system.

Mr. Lloyd George has replied to this to the effect that his plan would meet "the present wage claim." If, however, the miners rejected the plan, a peaceful method of setting the wage claim was still open to them by the same means as had been adopted by the railwaymen.

TRIPLE ALLIANCE MEETS

The Triple Alliance has sat the whole of this evening, and is reported to have discussed the question of joint action on the part of railwaymen and transport-workers with the miners, who claimed that the position was not altered by the intervention of the Premier. Eventually the discussion was adjourned until tomorrow, the 24th.

The Alliance is apparently discussing whether the railwaymen and transport-workers shall give the miners active or only moral support.

London, Sept. 23.—The threat of a coal strike is causing a general rise in shipping freights. The situation appears to be complex and difficult. The shortage of coal is necessitating numbers of outward bound ships sailing in ballast while others are lying up. There are already 30,000 seamen unemployed and there is a growing tendency for ships to be repaired and reconditioned in continental ports.

RIKSDAG ELECTIONS

(Reuter's Service)

Stockholm, Sept. 22.—The elections for the Riksdag finally resulted in the Conservatives gaining 12 seats and the Farmers' National Union five, while the Liberals lost 12, the Social-Democrats five, and the Socialists of the left four out of the five seats they previously held.

U.S. COURT CLERK LEAVES FOR HOME

DR. J. P. CONNOLLY

Dr. J. P. Connolly, who has been Clerk of the United States Court for China through the busiest year and a half that the court has had in its history, and who has won the esteem of a wide circle of friends and acquaintances, sailed for home yesterday on the Empress of Asia on leave of four months.

The post of Clerk of the Court was tendered to Doctor Connolly at a time when he was making a tour of the Orient with Mrs. Connolly and their daughter, who is now Mrs. C. F. Wolsiffer of Tientsin. He assumed the office just at the time when the tide of incoming Americans to Shanghai was in full flood and when the number of American firms in China was growing by leaps and bounds. It is due wholly to this comparatively recent American invasion that the business of the American Court for China has increased to such an extent within the past eighteen months.

INCREASED ACTIVITIES

The measure of this increase of activities of the American Court is indicated by the fact that upon turning over the affairs of his office before leaving Doctor Connolly paid over to the federal receiving officer a sum derived from fines and fees in the past eighteen months larger than the total paid over for the whole preceeding period of fourteen years that the Court has been in operation. When Doctor Connolly took office the total number of causes that had been tried numbered 776 covering a period of 14 years. Since then a total of 371 new causes have been brought before the court, bringing the total number to 1147 and this has been in addition to a large amount of wholly new business in the form of incorporations of new American firms.

WINS CONFIDENCE

Through the period of time that Doctor Connolly has been an officer of the Court he has won the confidence of all with whom he has come in contact by reason of his unfailing courtesy and willingness to oblige those having business with his office.

In recent months Doctor Connolly has organised the Connolly Land and Oil Company, a Wyoming Oil enterprise that has been launched in Shanghai, whose properties are located on land in a celebrated Wyoming oil belt that was owned by Doctor Connelly.

Before his departure Doctor Connolly said he was going back to his home in Omaha, Nebraska to vote in the coming presidential election after which he will proceed to the property in the oil fields to supervise the work of sinking the first well for the Connolly Land and Oil Company.

Doctor Connolly is accompanied by Mrs. Connolly. The work of the Court has been left in charge of Deputy Clerk George J. Jessup.

Russo-Asiatic Bank Is Under Tricolor

Following on the Peking Government's action in severing relations with the Russian Legation and with Russian Consulates in China an announcement was issued yesterday by the Russo-Asiatic Bank that Since January, 1918 when the directorate was transferred to Paris, the institution has been under the protection of the French Government.

The bank has branches in Shanghai, Hongkong, Hankow, Tientsin, Chefoo and in Manchuria.

CHARGE AT SCHOOL

(Reuter's Pacific Service)

Tokio, Sept. 25.—The announcement will be made on Monday of the appointment of Dr. Yoshinao Kozai, dean of the Agricultural College, as President of the Imperial University, vice Baron Kenjiro Yamakawa, who has retired. The appointment has been made by election for the first time in the history of the University and is very popular.

Russian Flag Hauled Down When Chinese Reject Former Envoys

(Continued from Page 1)

garding the Chinese Eastern Railway has lately been repeatedly violated.

"(5) In July, 1920, the Protocol of 1901 was violated by the refusal of the Chinese Government to continue paying the Russian share of the Boxer Indemnity. (Waichiaopu notes of July 2 and August 7 last).

"(6) During the summer of 1920 the Treaty of 1881 has been violated through establishing Customs duties on the land frontier. (Russian Legation note of August 28 last.)

"(7) Finally, the Decree of September 23 carries with it a radical change in the status of Russian citizens and their property, which is based on all the Treaties entered into between Russia and China (1689, 1727, 1851, 1858, 1881) and the various special conventions and agreements deriving therefrom."

This note is being forwarded to the doyen of the Diplomatic Corps.

RAILWAY PROBLEM

Peking, Sept. 25.—Several Legations have still not received instructions regarding their attitude towards China's resumption of Russian public interests in China and their Consuls were instructed to advocate at a meeting of the Consular Body at Tientsin this morning a delay on China's part in taking over the administration of the Russian Concession there, pending receipt of the views of their home Governments.

Among other things it is pointed out that the railway station, serving the wants of the foreign Concession, is in the Russian Concession and also the road from the station to the Concessions, while the future control of the bridge, which is the main strategic crossing of the river, is quoted as a matter of international importance in view of the possibility of local disturbances.

NO OFFICE FOR PRINCE

The report, published in the vernacular newspapers, to the effect that Prince Koudacheff would be appointed Advisor to the Chinese Government, is officially contradicted but there appears to be some ground for the belief that another prominent Russian may be appointed in an advisory and administrative capacity to deal with Russian interests in China, which will meet with general approval.

As it is believed that China's action in this matter will be of more than academic interest abroad, the whole problem will probably be discussed by the Powers, recently Allied and Associated in the war, before the Legations display a definite policy.

FLAG HAULED DOWN

Tientsin, Sept. 25.—The Russian flag was hauled down and the Chinese flag hoisted over the Russian Municipal Buildings at noon today. Huang Yung-liang, the Provincial Commissioner of Foreign Affairs, has taken over the public documents and General Yang I-toh is taking over the administration of the Russian Concession with a detachment of Chinese police.

Japanese Troops Sent To Siberia

(Reuter's Pacific Service)

Tokio, Sept. 25.—The 11th Division, stationed at Zentsuji (Shikoku), has been ordered to Siberia to replace the returning troops. General Saito, commanding the Division, and his staff have already left Zentsuji.

Thousands Of Poles Murdered By Bolsheviki

(Continued from Page 1)

stated yesterday to run through Rovno, Ostrow and Wyszogfod.

London, Sept. 23.—It appears that heavy blows have been inflicted on the Bolsheviks in the last few days. In the first place by the Poles on the Galician front, and secondly by Gen. Wrangel's forces, who are advancing from the Crimea, and are now operating on a wide front in the the Ukraine.

REDS FLEEING

It is stated that the Reds are fleeing on both fronts, and have already lost nearly 5,000 prisoners. A junction between the Poles and Gen. Wrangel now seems to be imminent.

New York, Sept. 23.—It is reported from Constantinople that Gen. Wrangel has captured Alexandrovsky with 30 guns.

New York, September 24.—The London correspondent of the Associated Press telegraphs that, according to advices from Riga, the head of the Soviet Peace Delegates has offered to withdraw all of the 15 peace conditions, which the Bolshevists submitted at Minsk, and to which the Poles objected.

This is equivalent to the virtual abandonment by Soviet Russia both of her attempt to Sovietise Poland and of her claims to Galicia.

The correspondent adds that the prospects of peace are consequently regarded as much brighter.

Obituary

BARON NORIYOSMI AKAMATSU

(Reuter's Pacific Service)

Tokio, Sept. 24.—The death is announced of Vice-Admiral Baron Noriyosmi Akamatsu.

Correspondence

OPIUM SELLING IN SHANGHAI

Editor, THE CHINA PRESS

Sir.—Please permit me to assure Mr. Ros that my letter was not intended to in any way insult the Italian Consulate, and I regret that any remark of mine should even appear to Mr. Ros to do so. No such intention ever entered my head. In the face of a grave danger to the community, it behoves us all to work together for the common good, and while we do this in different ways we are likely to accomplish most if we preserve a spirit of harmony and mutual respect. No one will be more ready than I to give hearty acknowledgment to the Italian Consulate, or any other authorities, for any success they may have in lessening the sale of opium. I am, etc.

X.

Shanghai, September 25, 1920.

WHAT DO YOU THINK ABOUT THIS?

Editor, THE CHINA PRESS

Sir.—A crowd of perhaps several thousand persons had to stand out in a rather hot sun yesterday afternoon wishing bon voyage to Consul General Cunningham and Consul General Siffert ad other notables. Fortunately the sun was not too hot; also, fortunately, there was not a rain squall. Since we are no longer permitted on the jetty to see our friends off, would it not be a good idea to erect a weather shelter to protect us from the elements? Or a pavilion with benches and platform in which we could with comfort and grace both bid well come and Godspeed to those whom we love? Perhaps some utility could be got out of the War Memorial along this line. It seems to me to be worth thought. Yours truly,

CROOKED UP.

A REPLY TO MR. SWAN SENN

Editor, THE CHINA PRESS

Sir: In response to Mr. Swan Senn's criticism of the students' spirit, I am inclined to say that he is too serious and too pessimistic. It is evident that he thinks that a student's life, especially that of a Chinese student, should be "all work and no play." Is he justified? He was a student in Nanyang, and he should therefore be able to balance himself.

We thank him for his proposal of many beneficial social works. The election is not the only activity we have, and I have the honor to acknowledge to him that we are proceeding on many lines for the social welfare. Here are a few: A famine relief work campaign was started yesterday in the college, a free school has been maintained in Siccawei since last year, a monthly magazine, The Scientific World, is issued for the introduction of science and the scientific spirit, and many clubs are underway for the promotion of knowledge along different lines of study. I do not say that we have done enough for the social benefit, but I do not recognise that we have spent all our time in nonsense. We are always trying to do our best, and any creative proposal is sincerely welcomed. I do not wish to write at any length to waste your valuable space. Truly yours,

JAMESON Y. CHANG.

Nanyang College, Sept. 25, 1920.

SILK COMPANY MEETING

(Reuter's Pacific Service)

Tokio, Sept. 25.—The inaugural meeting of the new Imperial Silk Company was held this morning.

Glover's
World Renowned
Dog Remedies
Send for free book on "Dog Diseases and How to Feed."
H. Clay Glover Co., Inc.
[118 West 31st Street
New York, U. S. A.
Agents Hicks, Phipps & Hedges Ltd. Shanghai

Special Bargain

1920 Model, 8-Cyl., 7-Pass.

CADILLAC

Run only 1,400 miles

Tls. 300 of extra equipment. Wire Wheels, Cord Tires, Seat Covers and all Tools. Owner will sacrifice for quick Sale.

WE SELL ON TIME — THE CENTRAL GARAGE CO. — WE BUY FOR CASH

USED CAR DEPT.

2a, Jinkee Road — J. W. Daves, Manager. — Tel. C. 3809

(Open on Sundays from 9-12)

A FLEET OF DREADNOUGHTS!

A LINE OF DEFENSE AGAINST THE RAVAGES OF THE ELEMENTS THAT IS UNSURPASSED—

HARTFORD FIRE INSURANCE COMPANY
110 Years Old—Resources 50 Millions Gold

FIREMAN'S FUND INSURANCE COMPANY
57 Years Old—Resources 22 Millions Gold

GREAT AMERICAN INSURANCE COMPANY
48 Years Old—Resources 38 Millions Gold

GLOBE AND RUTGERS FIRE INSURANCE CO.
21 Years Old—Resources 33 Millions Gold

NETHERLANDS LLOYD LTD.

TOGETHER WITH THE ALLIED STRENGTH OF THE AMERICAN FOREIGN INSURANCE ASSOCIATION—RESOURCES OVER FOUR HUNDRED MILLION GOLD DOLLARS

AT YOUR COMMAND!

American - Asiatic Underwriters
GENERAL AGENTS
15 Nanking Road — Telephone C. 1044

Money

Sneer at it—despise it—squander it!

Yet money talks and the whole world listens.

It whispers hope to the despairing.

It brings comfort to the starving.

It is the friend of life and tangible evidence of success.

Put your money in this Bank where it will be a staunch anchor in any financial storm.

THE AMERICAN-ORIENTAL BANKING CORPORATION

COURTESY ACCURACY SAFETY — 15 NANKING ROAD — OVER 5,000 ACCOUNTS

LANE, CRAWFORD & CO., LTD.
Furnishing Department

A LARGE VARIETY OF

CRETONNES

SUITABLE FOR

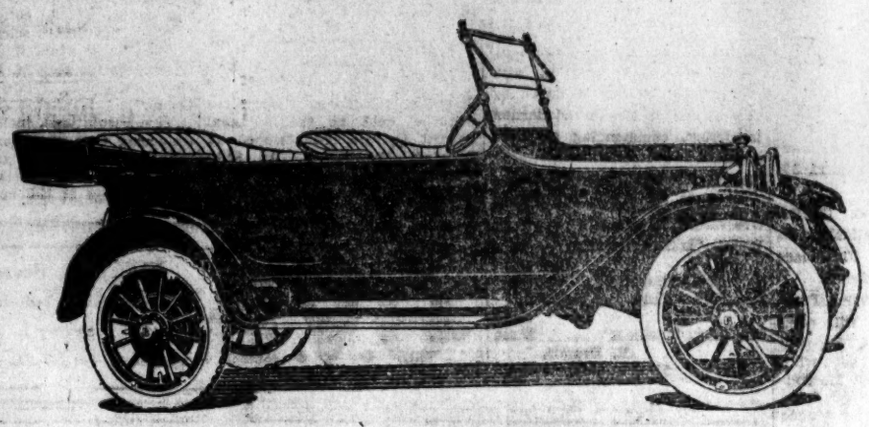
LOOSE COVERS

PHONE FOR PATTERNS

C. 960

LANE, CRAWFORD & CO., LTD.

DODGE BROTHERS MOTOR CAR



DODGE BROTHERS MOTOR CAR

Is built for long life and endurance.

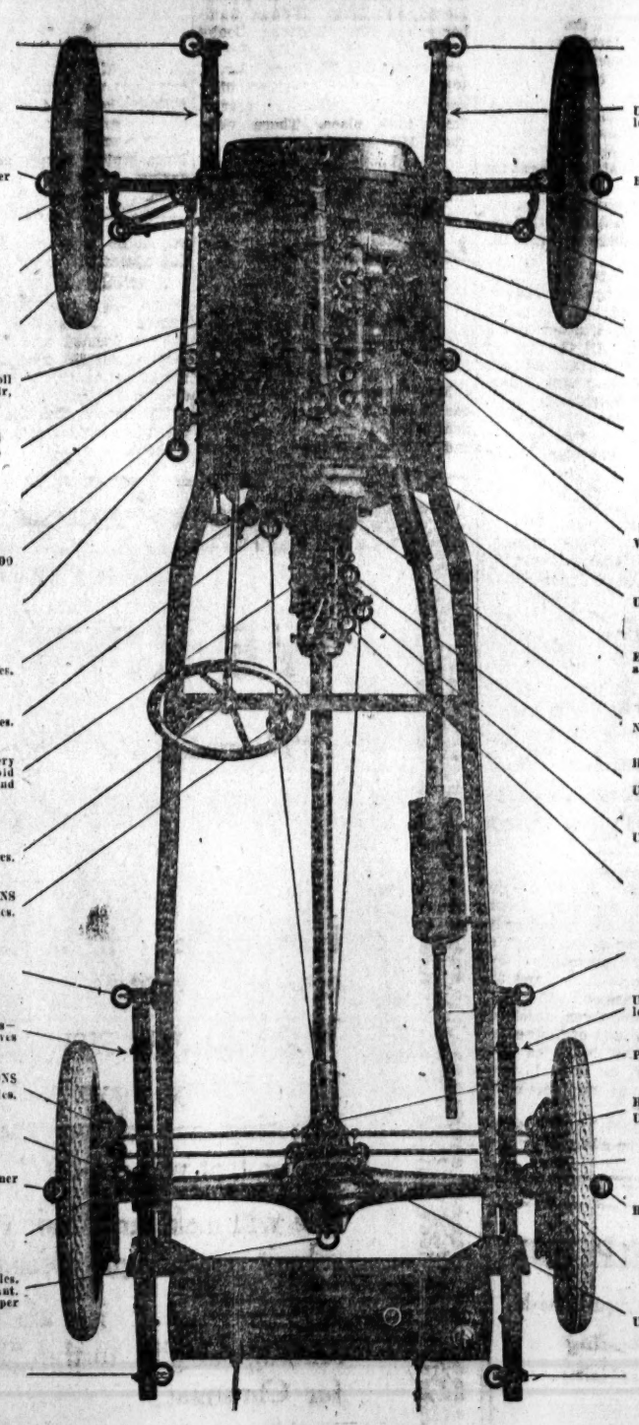
It was the only car of its type and class officially adopted by the War Department for the United States Army.

The same qualities that distinguished the car in private use were equal to every test that War imposed.

The Lubricating system, for instance, is one example of Dodge Brothers thoroughness.

The gasolene consumption is unusually low.
The tire mileage is unusually high.

LUBRICATION CHART
DODGE BROTHERS
MOTOR VEHICLE



SPRING BOLT
Lubricate every 500 miles.

SPRING LEAVES
Use graphite grease. Loosen spring clips—pry leaves apart and lubricate between leaves once each season.

WHEEL BEARINGS
Remove wheel. Clean and repack both inner and outer bearings every 2000 miles.

STEERING KNUCKLE BOLT
Lubricate every 500 miles.

STEERING ARM DRAG LINK CAP
Lubricate every 500 miles.

CROSS CONNECTING TUBE BOLT
Lubricate every 500 miles.

OIL LEVEL INDICATOR
Inspect daily and if button is below upper oil level mark. Replenish supply in reservoir, with a good grade of medium cylinder oil

STARTER GENERATOR REAR BEARING
Use cylinder oil. A few drops every 2000 miles.

SPRING BOLTS
Lubricate every 500 miles.

STEERING GEAR CASE
Steering gear lubricant. Repack every 2000 miles.

STEERING GEAR DRAG LINK
Repack every 500 miles.

CLUTCH PEDAL SHAFT CONNECTION
Use cylinder oil. A few drops every 500 miles.

BRAKE PEDAL CONNECTIONS
Use Cylinder oil, A few drops every 500 miles.

TRANSMISSION GEAR CASE
Fill to level of reverse idler gear bracket every 2000 miles. Once each season drain out old lubricant. Flush gears with kerosene and refill to proper level. Capacity 5 pints.

STEERING WHEEL OIL HOLE
Use cylinder oil. A few drops every 500 miles.

BRAKE OPERATING SHAFT CONNECTIONS
Use cylinder oil. A few drops every 500 miles.

SPRING BOLT
Lubricate every 500 miles.

SPRING LEAVES
Use graphite grease. Loosen spring clips—pry leaves apart and lubricate between leaves once each season.

BRAKE OPERATING SHAFT CONNECTIONS
Use cylinder oil. A few drops every 500 miles.

BRAKE OPERATING SHAFT OILER
Use cylinder oil. Fill every 500 miles.

WHEEL BEARINGS
Remove wheel. Clean and repack both inner and outer bearings every 2000 miles.

SPRING SEAT STRAP OIL CUP
Use cylinder oil Fill every 500 miles.

REAR AXLE
Fill to level of lower plug every 2000 miles. Once each season clean out old lubricant. Flush gears with kerosene and refill to proper level. Capacity 4 pints.

SPRING BOLTS
Lubricate every 500 miles.

SPRING BOLT
Lubricate every 500 miles.

SPRING LEAVES
Use graphite grease. Loosen spring clips—pry leaves apart and lubricate between leaves once each season

WHEEL BEARINGS
Remove wheel, clean and repack both inner and outer bearings every 2000 miles.

STEERING KNUCKLE BOLT
Lubricate every 500 miles.

CROSS CONNECTING TUBE BOLT
Lubricate every 500 miles.

FAN SHAFT BUSHING
Lubricate every 500 miles.

WATER PUMP SHAFT BUSHINGS
Lubricate every 500 miles.

DISTRIBUTOR SHAFT
Lubricate every 500 miles.

SPRING BOLTS
Lubricate every 500 miles.

DISTRIBUTOR HEAD CONTACT SURFACES
Wipe clean and apply very thin coating of vaseline every 2000 miles.

HORN ARMATURE OIL WELLS
Use light machine oil. A few drops every 100 miles. Remove cover to lubricate.

ENGINE OIL RESERVOIR
Every 1000 miles drain out old oil, remove and clean oil pan strainer and refill reservoir with fresh supply of oil. Capacity 6 quarts.

CLUTCH RELEASE BEARING
Nipple on the board Lubricate every 500 miles

HAND BRAKE LEVER LATCH ROD AND BUTTON
Use cylinder oil. A FEW drops every 500 miles

HAND BRAKE ROD CONNECTION
Use cylinder oil. A few drops every 500 miles.

UNIVERSAL JOINT
Repack every 2000 miles.

SPRING BOLT
Lubricate every 500 miles.

SPRING LEAVES
Use graphite grease. Loosen spring clips—pry leaves apart and lubricate between leaves once each season.

PROPELLER SHAFT AND PINION BEARINGS
Lubricate every 2000 miles.

BRAKE OPERATING SHAFT CONNECTIONS
Use cylinder oil. A few drops every 500 miles.

BRAKE OPERATING SHAFT OILER
Use cylinder oil. Fill very 500 miles.

WHEEL BEARINGS
Remove wheel, clean and repack both inner and outer bearings every 2000 miles.

SPRING SEAT STRAP OIL CUP
Use cylinder oil. Fill every 500 miles.

BRAKE EQUALIZERS
Use cylinder oil. A few drops every 500 miles

SPRING BOLTS
Lubricate every 500 miles.

THE SHANGHAI GARAGE CO., LTD.

STAR GARAGE *EASTERN GARAGE*

MAIN SHOWROOM

Star Garage, 125 Bubbling Well Road

COMMITTEE SELECTED TO BALK FAMINE; ACTORS HELP

(Continued from Page 1)

children, who were crying pitifully for food. Some were eating weeds and grass or chewing on scraps of leather. Babies, in some instances, were suckling mothers who had ceased to breathe, and guant animals, such as were left, were tottering on their feet. In many districts large numbers of people have committed suicide rather than face what they knew would be a more painful death.

HELP BADLY NEEDED

"The need for help is pressing, for conditions in the north of our country are terrible beyond description. Millions of people are suffering, not only for food but for fuel and clothing as well. We must help them and urge everybody else to do so. Never did people need the assistance of their countrymen and of the whole world more than these poor people. If everybody could only see, as I have seen, there would be no hesitation about giving and giving quickly.

"Aside from the humanitarian side of the question there is another reason why we should help, and that is the danger of pestilence. Conditions in the north of China are sure to breed disease and if large relief measures are not started soon there is danger that the whole of the country may be swept by disease."

Mr. Sun was followed by Rev. Yui, who spoke briefly but earnestly in behalf of the sufferers. Mr. Kung, who lives in Taiyuanfu, Shansi province, also spoke.

BISHOPS PLEDGE SUPPORT

Bishops Graves and Paris, in behalf of the foreign community of Shanghai, pledged active support for the worthy cause for which the meeting was called, and promised to call the attention of church people particularly to the pressing needs of the millions of sufferers in the north.

David Z. T. Yui, who later was selected as general secretary of the joint executive committee, acted as general interpreter at the mass meeting.

Quite a large number of women attended the meeting, including Mme. Sheng Kung Pao, who previously had announced a magnificent gift of $400,000 for the famine sufferers. Mme. Sheng is evincing the greatest enthusiasm for the relief work and has promised to do all in her power to enlist the aid of Shanghai womenfolk in the worthy cause.

Two treasurers were selected for the Chinese section of the executive committee, Messrs. Sung Han-chang and Fu Siao-en. Mr. Sung is manager of the Bank of China and Mr. Fu is one of the best known business men in Shanghai, with numerous large activities. Either will be glad to receive subscriptions to the famine fund.

HALF MILLION SUBSCRIBED

It was announced at the mass meeting that subscriptions to the fund totalling nearly a half million dollars had been received to date. It is hoped to increase this fund to the quota of five millions that the Shanghai committee has set for itself, and to go beyond that figure if possible. The sufferers of the north must have a minimum of twenty millions during the next few months if they are to be saved from actual starvation.

As soon as the general executive committee is properly organised it is planned to organise the work of soliciting subscriptions, and to proceed in a systematic manner to drive home to the people of Shanghai the urgency of the call from the famine area.

In yesterday's report of the preliminary meeting at the German club it was erroneously stated that Dr. Sun Yat-sen attended. This was a mistake, as Dr Sun was not present at the gathering. His name was confused with that of Mr. Sun, of Tientsin.

The Chinese Boy Scouts gave a touch of color to yesterday's mass meeting, the youngsters, in full regalia, being out in force. They gave excellent service in directing visitors to the meeting place and in other ways making themselves useful. As a reward they were served with tea and cakes in the former banquet hall of the old German club.

FRAWLEY BENEFIT

Tim Frawley was out to do two things last night. In the first place his big Irish heart beat very strongly in sympathy with the Chinese Famine Relief Fund, and this made him appear in the intervals and tell the house that on Monday night the whole of his company would give their services at a special performance of "It Pays To Advertise." Every dollar that was received would go to the cause.

Frawley had his ladies on the stage in the second interval and gave them the opportunity of selling boxes. Most of them went for high prices, and before the final curtain fell the company had the satisfaction of knowing that already $1,400 dollars was actually won.

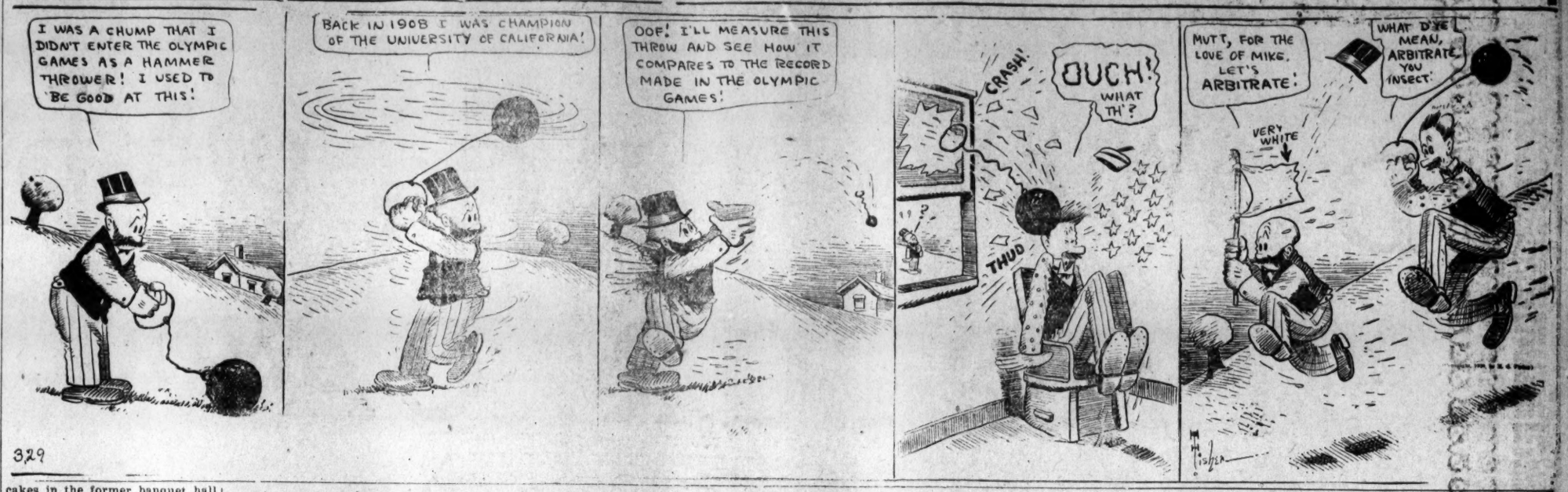
THEATER FILLED

Last night the Lyceum Theater was again packed, and the merry comedy 'Fair and Warmer' had a great reception. All the players were in grand form, and the house simply rocked with laughter throughout the show.

The two principal laughter makers were Tim Frawley and Miss Claribel Fontaine. Each played splendidly. The various scenes, especially in Act 2, were as funny as anything we have seen for a long time. Gordon Blyth, Miss Vera Doria, Messenger-Bellis, Charles Osbourne were all seen to advantage in their respective parts, and Miss Gloria Fonda contributed a neat little character study as "Jessie." Altogether a fine performance.

Tomorrow night: "It Pays To Advertise" and all the proceeds to go the Famine Relief Fund.

MUTT & JEFF — Jeff's A Good Hammer Thrower But Mutt's There With The Sprint Stuff — By Bud Fisher


I WAS A CHUMP THAT I DIDN'T ENTER THE OLYMPIC GAMES AS A HAMMER THROWER! I USED TO BE GOOD AT THIS!
BACK IN 1908 I WAS CHAMPION OF THE UNIVERSITY OF CALIFORNIA!
OOF! I'LL MEASURE THIS THROW AND SEE HOW IT COMPARES TO THE RECORD MADE IN THE OLYMPIC GAMES!
CRASH!
OUCH! WHAT TH'?
THUD
MUTT, FOR THE LOVE OF MIKE, LET'S ARBITRATE!
WHAT D'YE MEAN, ARBITRATE, YOU INSECT!
VERY WHITE
329

News Brevities

A very successful Whist Drive was held at the Municipal Service Club on Friday night. The winners were: First lady, Mrs. E. Mellows; second, Mrs. Marden; first gentleman, Mr. A. Jones; second, Mr. Sing. Hidden number prize: Mrs. Watson; Booby lady prize, Mrs. Smith; Booby men's prize, Mr. W. Jones. Mr. S. Wise was master of ceremonies, and after the drive was over a dance took place. There were about 100 present.

* * *

The steamer China of the China Mail, bound from Hongkong is due to arrive at the China Merchant's Central Wharf at about 7:30 o'clock Monday morning and will be despatched for San Francisco by way of Japan ports and Honolulu on Tuesday morning at 10 o'clock.

* * *

Fire in a silk filature at the corner of Sinza and Chengtu Roads at midnight last night was extinguished with slight loss by the department. The blaze, which was reported from the Sinza watch tower, stared in a drying room above a boiler room.

Lockout Is Threat Against Strikers In Cotton Mills

(*Reuter's Service*)

Manchester, Sept. 22.—There has been a dramatic sequel to the unauthorised strike of spinners and piecers at Oldham, by which 200 mills were closed and 40,000 operatives became idle.

A meeting of the Emergency Committee of the Master Cotton Spinners' Federation at Manchester decided to call a further meeting on the 28th to consider united action in the event of the dispute not being terminated.

This means that the employers are prepared to call a general lockout.

Wages Are Not To Come Down When Car Prices Drop

(*Reuter's Service*)

Detroit, Sept. 22.—The announcement by the Ford Motor company that it will immediately revert to pre-war prices means a reduction of 14 percent on the price of its motor-lorries and 31 percent in the case of small cars.

The step has been resolved upon on the ground of the necessity for bringing back the life of the country to normal, and calling a halt in war methods, and hgih prices.

The wages paid by the company will not be affected by the change.

Shanghai Municipal Police (Reserve)

Orders by The A. C. P. (Reserve)

No. 23: Town Hall Range.—After Thursday, 30th inst., the Range will be open only on Sunday mornings, 10:30 to 11:30, until further notice.

No. 24: Rifles.—A limited number of rifles is available, and may be drawn by First-class Shots for competition firing.

No. 25: Quarterly Firing Practice.—Sinza Division will complete its Third Quarter Practice at Gordon Road Range during the month of October: H. Constable Findley will arrange dates and times for the various squads and see that all ranks qualify before the end of that month.

No. 26: Promotion.—S. C. 215 Scarborough to be Warning Officer, 25-9-20.

No. 27: Winter Uniform, will be taken into wear on October 15 next.

(sd.) A. L. Anderson,
Assistant Commissioner of Police (Reserve).
September 25, 1920.

Band Concert

The following program will, weather permitting, be played by the Band in the Public Garden tomorrow, commencing at 5:30 p.m.:

March, "My Soldier Boy" Bidgood
Overture, "Giovana d'Arco" Verdi
Waltz, "L'Estudiantina" Waldteufel
Selection, "Dorothy" ..... Cellier
Fox Trot, "Keep 'Em Going" Ivers
Selection, "Carmen" ..... Bizet

R. Dramis,
Musician-in-Charge.

Missionary Body Meets In October

A regular meeting of the Shanghai Missionary Association will be held at the Shanghai Baptist College, Yangtszepoo on Tuesday, October 5. At 5:30 o'clock in the afternoon a social gathering will be held when light refreshments will be served by the ladies of the college. The business meeting is scheduled for 6:30 o'clock when a paper will be read by the Rev. H. K. Wright on "Religious Persecution in China."

Five resolutions, including one proposing that an amended constitution be presented at the next meeting of the association, will be considered at the meeting.

O.V.B. The Ideal Beverage For The Summer
Gande, Price & Co., Agents.

YE GIFT SHOP

"Rosemary, that's for Remembrance"

P573 Nanking Road

—:o:—

Have you seen the display of gentlemen's neckties that we are showing?

They are "very proper, foreign style" ties.

By the way, have you decided on the colouring and shapes for the new lampshades that you need?

We will make any design you wish, or will submit some unique ideas for your approval.

As early as it is, we must think about sending our gifts to the "Friends at Home" for Christmas.

We will pack your parcels ready for shipment to any part of the world.

WE HELP YOU

to make your meals

Appealing
Appetizing
Irresistible

I. SHAININ & Co.
The Home of Delicacies
100 SZECHUEN ROAD.

Some reasons why you should use

MILKMAID STERILIZED MILK:—

1. Because it is absolutely sterile, that is to say, free from pathogenic germs.
2. Because it is safer than fresh milk and yet lower in price.
3. Because it cannot turn sour while the can is unopened.
4. Because it is ready always at any time in any weather anywhere.
5. Because it is splendid drinking in hot weather.

SOLD AT ALL STORES IN TOWN

STERILISED MILKMAID MILK

LET'S ALL GO DOWN TO—

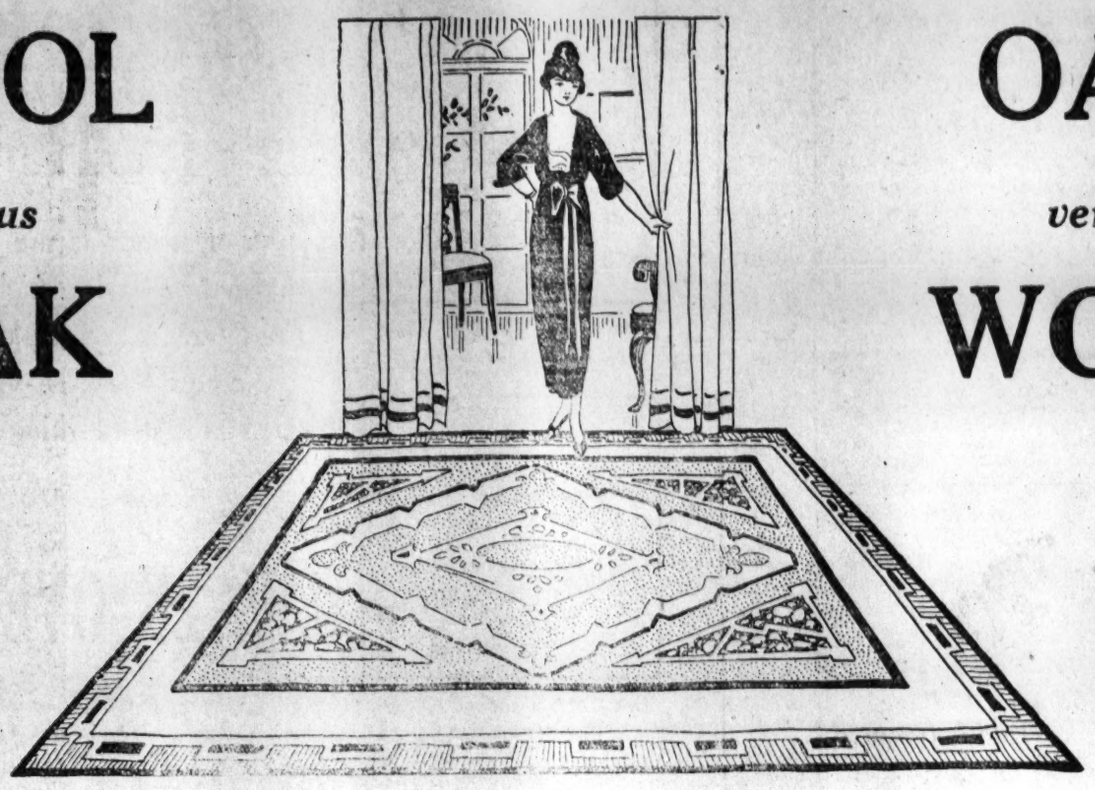
SULLIVAN'S

for a "Banana Split." It's the meeting place for those who want the best.

SULLIVAN, The "Candy King" "The Palace of Sweets"

OPEN NIGHTS. *36 NANKING ROAD*

WOOL *versus* OAK



OAK *versus* WOOL

Oak Flooring costs just about the same as a High-class Carpet

A carpet, no matter how good the quality may be, wears out in a few years—an oak floor will last a life-time and longer. A well polished oak floor is infinitely superior in appearance to an ordinary carpet. Oak flooring is hygienic; it does not harbour dust and germs as does a carpet. Oak flooring costs from Tls. 25 to Tls. 40 per fong (100 sq. feet), according to the design selected.

WE SUPPLY

OAK FOR FLOORING, WAINSCOTING, PANELLING, ETC.

KILN-DRIED AND OF PRIME QUALITY

We give all orders personal attention. After you have placed your order with us, the flooring will be laid and all work carried out under the personal supervision of a foreign expert of the company. We *prefer* to do this for you.

Insist that all lumber for flooring and panelling for interior work bears the "Three Pines" trade mark, and the letters "KD" signifying Kiln-dried, thus ensuring its perfect quality, and suitability for the severe climatic conditions in China.

KD

CHINA IMPORT & EXPORT LUMBER CO., LTD.

Town Office, 6 Kiukiang Road: Main Yard, 80 Yangtszepoo Road: Telephones, East 467, 468, 469.

JAPANESE DENY DEMAND TO PRY INTO U.S. LAWS

Report For Commission To Deal With California Problem Disclaimed

(*Reuter's Pacific Service*)

Tokio, Sept. 24.—The report that it is the intention of the Japanese Government to approach the Government in Washington for the appointment of a joint commission to investigate the problem of the anti-Japanese movement in California, is semi-officially denied.

An official of the Foreign Office is reported as stating that such a proposal might aggravate the situation. The Tokio Government prefers the continuance of the present negotiations, and it appreciates the Administration's attitude of sympathy and compromise.

The official expressed Japanese sympathy with the difficulties of the Administration due to the problem being dragged into the political campaign.

French Pay Tribute To Japan Amity

(*Reuter's Service*)

Paris, Sept. 22.—The Parliamentary Committee for Commerce and the Republican Committee for Commerce, Industry and Agriculture, gave a luncheon today in honor of Baron Matsui, the Japanese Ambassador, upon his leaving France.

The gathering was the occasion of most cordial manifestations of Franco-Japanese amity. Several Cabinet Ministers were among the guests.

M. Chaumet, one of these ex-ministers, in the course of a speech, laid stress on the important part played by Baron Matsui in the political sphere in recent years.

Senator Mascuraud, who followed, dwelled in eloquent terms on Japan's faithfulness to the Allies and her scrupulous carrying out of all her engagements towards them.

Baron Matsui, in reply, expressed the hope that the intercourse between Japan and France would become increasingly frequent and intimate.

Japan's Business Men Seek Closer China Relation

(*Reuter's Pacific Service*)

Tokio, Sept. 24.—It is reported that the Sino-Japanese Business Association, recently formed for the promotion of closer economic and friendly relations between Japan and China, through its representatives, Viscount Shibusawa, the President, and Mr. Toyoji Wada, the Vice-President, interviewed the Premier, Mr. Hara, yesterday, and urged the unification of the Government's policy towards China, an early solution of the Tsingtao question and the withdrawal of troops from Shantung.

English Ranchman Freed By Mexicans

(*Reuter's Service*)

New York, Sept. 23.—Mr. Herbert Johnson, the English ranch-owner who was captured by Mexican brigands and held to ransom, then escaped and was re-captured, has now been set free. It is announced that the whole of his captors have surrendered to the authorities.

More Funds Asked By Prohibitionists

(*Reuter's Service*)

Washington, September 24.—Mr. David F. Houston, Secretary of the Treasury, announces that Congress will be asked to vote more funds to enforce prohibition.

General Slump In Cloth Prices Is Reported In U.S.

(*Reuter's Service*)

New York, September 24.—A general slump in prices is reported from all parts of the country.

At Manchester, New Hampshire, the Amoskeag Manufacturing Company, employing 10,000 operatives, and producing 4,000,000 yards of cloth a week, has reduced the prices of manufactured cotton goods 33-1/3 percent, owing to the unsettlement of the cotton market in consequence of the heavy cancellation of orders. A statement made by the firm says this is due to the fear that the cotton market would reach a condition similar to that which forced the closing of the Company's woollen department.

At Cleveland, Ohio, the Cleveland Worsted Wools Company announces a reduction of from 15 to 30 percent in the price of wools.

Lumber prices at Toledo, Ohio, have been reduced 20 percent.

The Bureau of Labor at Washington announces that in August wholesale prices dropped 14½ percent, foodstuffs 12 percent and wearing apparel 5-3/4 percent.

From Chicago big breaks in wheat, corn and oats are announced, the latter grains reaching the lowest level yet recorded for the 1920 crop.

Elections Are Held In Northern Slesvig

(*Reuter's Service*)

Copenhagen, Sept. 22.—The elections for the Folkething, necessitated by the incorporation of Northern Slesvig with Denmark, have resulted in the composition of a new Folkething essentially unchanged in its political complexion.

The reduction of the voting age from 29 to 25, which was expected to have the effect of largely increasing the number of Socialist members, merely resulted in the Socialists gaining six seats.

SAYS JAPAN IS LIKE BOILING KETTLE

Must Find Outlet For Its Population Or Force One, Professor Asserts

New York, August 19.—Japan must get more territory to take care of her great population, according to Professor B. Shigehara Kimura of the Imperial College of Commerce of Tokio, who arrived yesterday at the Hotel Pennsylvania. Here on a mission which he described as a "survey of American industrial and educational methods," Professor Kimura is accompanied by Takasumi Mitsui, son of Baron Mitsui, Japan's richest man, and the latter's nephew, Takaatsu Mitsui. The young men are students at the Japanese School for Peers and their trip here is in connection with their duties.

"The Japanese," said Professor Kimura, "are in need of expansion. The islands of Japan are so densely populated that they are like a tea kettle filled with boiling water and steam, and if they do not find a natural outlet they will have to force one.

"The Japanese look upon America as their leader. They have a tremendous respect for everything American, and they are willing to co-operate with American business in every way. They are anxious to lend their aid to the financiers of this country in developing China or any of the Eastern countries. China seems to be the most natural outlet for this development. The Japanese do not seek to take possession of China, but merely desire to aid her to develop her natural resources.

"The Japanese have been very much misunderstood in America. I feel that some amicable understanding, some common ground, between the two nations, and co-operation in mutual undertakings and enterprises would be to the advantage of both. It is the earnest wish of all my people that there should be only the warmest feeling and a spirit of co-operation with this great country, for which we have so much reverence in Japan.

"While I am a Christian, I feel that the missionaries who go to Japan, and particularly to Korea at the present time, are building up a wall of misunderstanding, instead of helping to make relations better between my country and yours. The early missionaries were bent merely on the moral and religious improvement of the people, which was an excellent thing and brought great results. But the missionaries of today are mixing in the political life. This causes unpleasant feeling on both sides.

"In Korea the missionaries have built up an extensive school system, and the Government of Korea have endeavored to co-operate with them to get the best results. But these efforts have been misunderstood, and bad feeling seems to have arisen. Thus your missionaries have grown to have unpleasant feelings toward the Korea Government, and return to this country with bad reports, helping in the growth of misunderstanding in the United States."

In a digression from things political and economic the Professor spoke of the origin of the Japanese national dress. He said it had come from the South Sea Islands. The fashion, as he traced it was brought to Japan years ago by Fiji Islanders.

Shanghai College Head Is Honored

Friday, September 24, the students of Shanghai College honored President White by getting up an elaborate celebration on the occasion of his fiftieth birthday. A party of jugglers from Shanghai entertained a large audience with clever performance, and the student orchestra rendered music. The heavy downpour of rain prevented the pyrotechnical display that had been arranged.

At the meeting Professor C. C. Chen, who was the moving spirit of the occasion, announced that in honor of the day a fund had been started by the alumni, students, and faculty, for the building of a swimming pool. He stated that already more than a thousand taels had been subscribed and that the whole sum required would be realised soon.

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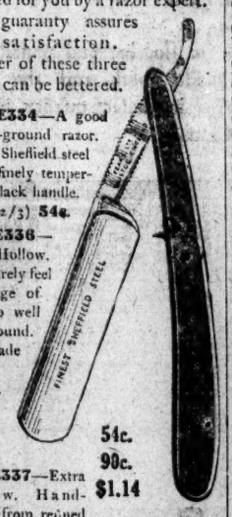

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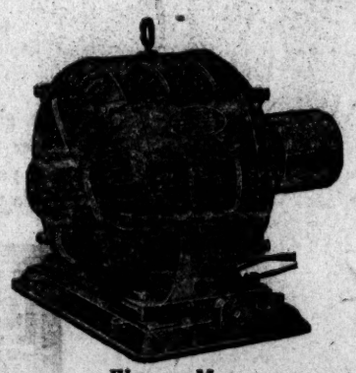

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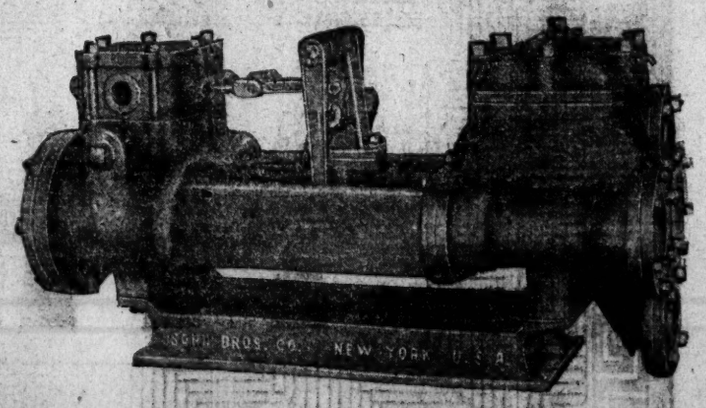

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NINE MONTHS OF BLACKMAIL LED PRINCE JOACHIM TO END HIS LIFE

Shot Himself To Escape Scandal, Not In Grief For Wife's Divorce Action

ONE GIRL VICTIM AN IDIOT

'The Twenty-five Club' In Berlin Scene Of Prince's Mad Revels

BY WILLIAM LE QUEUX

London, August 14.—It is amusing to note how the world's press—at the instigation of the clever wirepullers of Berlin—are attributing the suicide of Prince Joachim Francois Humbert of Prussia to worries concerning his wife. Here, once more, we have an attempt to hush up another great scandal of the black Hohenzollerns, which I purpose to unmask.

The official intimation of the death of "Frenchy"—the pet name by which the Prince was known to the fallen war lord and his wife—was certainly in discreet diplomatic language, which told us that "in an access of physical disturbance he took arms against himself in the Villa Liegnitz at Potsdam and succumbed at 1 o'clock at night." In plain language, the youngest son of the great gold-helmeted charlatan shot himself.

Why? Berlin tells us a story of matrimonial unhappiness. It always throws the onus of a great scandal upon the smaller fry.

In this case the smaller fry is the extinct princely House of Ascaine, because in 1916—after the ex-Kaiser's son had come back from the front in disgrace for having stolen silver spoons and works of art from a French chateau—the War Lord contrived to marry him to the good looking and charming Marie of Anhalt, sister of the then reigning Prince.

MARRIAGE A MOCKERY

The War Lord's press agents quickly became busy, and a great deal of fuss was created. Pictures of the wedding were taken, smuggled into England by German agents, and shown upon the screen as those of the "happy couple."

What a mockery! The poor young Princess knew, even before her marriage, that the War Lord had willed her to go to the altar to cover the sins of one of the worst young degenerates in all Germany.

On the announcement of his Imperial Highness's suicide I at once sought my old friend, Count Ernst von Haltzendorff, late personal adjutant to the German Crown Prince. He told me many interesting things regarding William Hohenzollern's youngest son. Some I dare not put into print. But to expose the actual secret of his tragic end I will endeavor to make some explanation.

THE MYSTERY HOUSE

If in Berlin you ask the elegant man-about-town in Kempinski's, in the Traube, or the Kaiser-Keller, for information concerning "The Twenty-five," he will shrug his shoulders and knit his brows, and look you very straight in the face. "The Twenty-five" is a subject taboo in respectable circles.

Even the old roue and the young degenerate do not care to discuss the subject. It is forbidden. Yet this disreputable club, which still has its headquarters at a house in the Krufursten-Damn, and the members of which are limited to a quarter of a hundred, is one of the most infamous associations in all Europe. Ernst von Heltzendorff, who has visited the place with his Royal master, the ex-Crown Prince, described it to me ever a coffee in my club.

Outside it is a tall, inartistic house, which thousands pass daily in the ebb and flow of the capital, little dreaming it is anything else than a dwelling house over business premises. Below is a rather expensive tobacconist's, where the young bloods of Berlin buy cigarettes and amber mouth-pieces from two blond-haired girls named Erna and Margarete.

PRINCE LED HIM INTO TRAP

The place above, however, is furnished with the most bizarre taste and luxury. In 1913 it was the bachelor home of young Valdemar von Gohren, son of the great sugar refiner, of Hamburg. He furnished it regardless of cost, but died two years later.

Joachim had met him at tennis in Dusseldof, and had borrowed a large sum from him. Then, instead of paying the debt, he let him into that little degenerate coterie of which Eulenburg was head, and which was subsequently exposed by Maximillian Harden.

Von Gohren fell into the trap which the Hohenzollern princeling had prepared, but a week later he died. As a matter of fact, he was found dead in bed, having taken veronal.

The North German Gazette had a leading article upon drug-taking which greatly annoyed Prince Joachim. But as soon as young Gohren was buried his Imperial Highness started "The Twenty-five," and "the twenty-five" are associated and have their headquarters in poor Von Gohren's house.

DEATH BEFORE EXPOSURE

Only a year ago it was discovered, so my friend von Holtzendorff tells me, that young Valdemar committed suicide because he was afraid to "face the music" of a trial. In other words, he was being blackmailed by those who knew what went on in the Kurfursten Damn to such an extent that he preferred to end his own life.

Poor little Marie of Anhalt discovered herself married to a brutal degenerate who neglected and despised her. Within three months of their marriage her husband went to the Russian front in gay uniform, bedecked with decorations, and there associated openly with a notorious woman from Monte Carlo.

Then one of his Imperial Highness's enemies took a series of secret snap-shots of the pair in Poland and send them anonymously to the Villa Liegnitz, the result of which was that the Princess sent a private detective out to the front, and on his return she instituted proceedings for divorce.

BLAMED THE WOMAN

Her husband was a typical Hohenzollern, an overbearing swasnbuckler, yet when faced with facts he excused himself on account of his weakness and ill-health, and in turn blamed the woman, who, by the way, he had treated abominably. According to von Holtzendorff he actually by a ruse took possession of the whole of the woman's jewelry and sold it to a Jewish dealer in Frankfort.

This miserable son of the one-time War Lord of Europe would, if Germany had won the war, have become King of Lithuania. Instead he lies in a suicide's grave.

Last year Prince Joachim went to Campione, on the lake opposite Lugano, where is established the new and up-to-date copy of Monte Carlo. Its clientele is select. Stakes are usually high.

In incognito as Baron von Oster he plunged heavily at trente-et-quarante and in June last won nearly a quarter of a million francs. Von Holtzendorff saw him there and lunched with him.

Watching him very carefully was an elderly German whose son was an intimate friend of the Prince. One day, after dinner, the elder man succeeded in meeting the Prince alone, when a violent scene ensued.

BLACKMAILED TO DEATH

This man and his son—a member of the notorious "Twenty-five"—blackmailed the ex-Emperor's pet son to such an enormous extent that he saw no way out but to kill himself.

For nine months the ex-Kaiser's son had been persistently bled of many thousands of pounds, but owing to a crushing demand upon him, and a threat to drag his wife's name into the mire on the following day and so disgrace him in the eyes of the German public, he ended his life—the only course open to him.

It is well known that on the last occasion the ex-Crown Prince visited England, just before the war. His brother Joachim came with him. At a well-known night club in London he met a young actress. He called himself Count von Braun, and his name can still be found on the books of a small private hotel close to Piccadilly.

The girl fell in love with him and the pair went to France. They lived together in Paris for nearly three months, the Prince's whereabouts being a mystery to the Emperor.

What really occurred will probably never be known. All that I have gathered—and from a reliable source, the Surete—is that the girl was found early one Winter morning wandering in the Bois de Boulogne, a hopeless idiot. And as such she is now confined in the lunatic asylum of Beauvais.

Truely the career of the ex-Kaiser youngest son has been an unenviable one. His death need arouse little regret.

Aeromail Trail Blazers Start Coast To Coast Flight

Captain Eddie Rickenbacker, premier American aviator, photographed as he stepped aboard one of the all-metal monoplanes which left Central Park, Long Island, recently, opening the coast-to-coast aerial mail service. Miss Louise Dietz, of Omaha, is shown bidding the famous "ace" adieu. Captain Rickenbacker is making the trip as a passenger. The purpose of the coast-to-coast flight is to blaze the new aerial mail route across the continent. Three planes are making the flight, each carrying four persons and approximately 100 pieces of mail. The planes will follow in a general way the course of the great transcontinental air race which was held last October by the U. S. A.

St. John's University News Items

Professor M. H. Throop was called to Kuling during the week on account of the illness of his infant son. Later reports are that the child is improving.

* * *

Monday, September 27, will be a holiday. Monday is granted as a substitute for the Mid-Autumn Festival which falls on Sunday. The students are permitted to leave the campus after 4 p.m. on Sunday.

* * *

Professor Donald Roberts reached Shanghai last Sunday after a year in the United States. He has taken up his work in History and Government.

* * *

In place of military drill which has been given up for the year, the Freshman and Sophomore classes are required to take courses in physical training and in gymnasium work.

* * *

The Faculty Committee on Athletics has been organised for the year, with D. Roberts as chairman and D. Y. Lee as secretary. W. S. A. Pott has been elected adviser to the executive committee of the student athletic association.

* *

A booklet issued in the United States about St. John's has been received during the week. It is a neatly printed report of last year's work at the University by the President, Dr. Pott, who is in America at the present time. There is a foreword by Bishop Graves of Shanghai and a statement of the needs of the University. The booklet is being used to win increased support for the University in America.

Meeting Is Called On Consortium

(Reuter's Pacific Service)

Peking, Sept. 25.—The President is summoning a meeting at the Palace of prominent statesmen, politicians, members of the Government and others, including Liang Chi-chiao and Wang Tahsieh, to discuss the new Consortium.

The First Cost

stops many firms from buying modern office machines, but they never stop to think how much time will be saved or how long the machines will last. For instance, we

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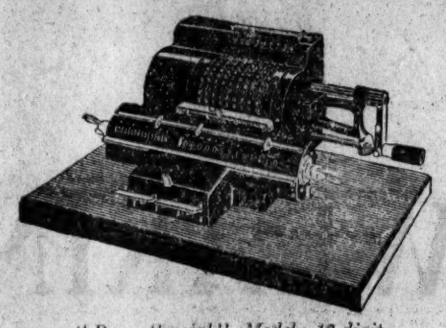

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4.—Store all filled barrels under cover.
Direct sun exposure causes excessive expansion of contents, also affects wood of barrel.

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Heavy loads bearing on the bilge of a barrel will open its seams.

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Silk Jumpers
Worked wool, fringe at sleeve many designs and colours
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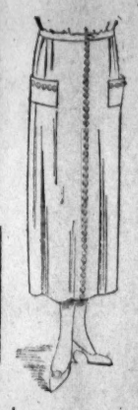
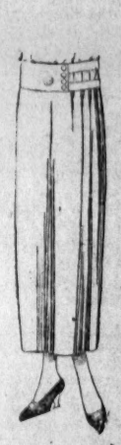


Sporting Skirts
Light and heavy weight tweed, Cream & Blue, Grey & Blue, Grey & Dark, Green Grey.
Price $10.50

FLEECY WOOL SPORT COATS
in orange, brick, sky
Price $39.00

WOOL JUMPERS
in Pink, Blue, White etc.
Price $22.50



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Price **$54.00**

GABARDINE COSTUME
Pure wool, beautiful finish, smartly cut lining.
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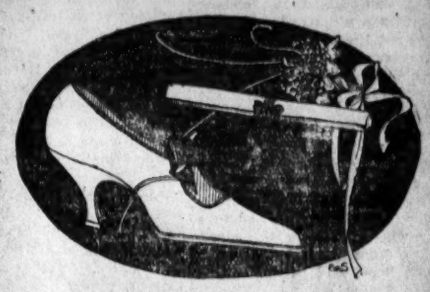

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Pump. Louis Heel trimmed neat nickle buckle.
Prices **$20.50**

Ladies' colt patent pumps, beautiful black and steel imitation beaded buckle, Louis Heel.
Price $16.50

GOLD PUMPS $16.50

LADIES' BLACK GLACE KID PUMP
Trimmed black ruffle and paste ornament, similar to illustration but Louis Heel.
Price **$16.50**

Ladies' Black Glace Pump
Cuban heel Pointed toe. Trimmed paste Half Hoop
Price $23.50

Ladies' Black Satin Oxford
Plain vamp, Louis Heel. The latest in evening Footwear
PRICE $18.50

SILVER PUMPS $16.50

Ladies' Black Glace Colonial
Cuban heel, black Ruffle and Paste ornament.
PRICE $16.50

Silk Georgette
Blouses, variety of shapes and colors.
Price **$10.50**

BLANKET COAT
Smart check dosign medium weight, large collar, London tailored.
Price $45.00

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Blue Silk Stockinette Gown. Price....$125.00
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A large assortment to choose from

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English made, heavy quality material white only
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Ladies Colt Patent Colonial
Newest round toe, Louis Heel, neat black and Paste Buckle
Price $14.50

LADIES' BLACK VELVET CHARTER-HOUSE SHOE
Black and Gold, Black and Silver or Purple and Gold Quarters, Louis Heel.
Price **$19.50**

LADIES' COLT PATENT OXFORD
Louis Heel, Smart Toe Plain Vamp.
Price $21.00

LADIES' COLT PATENT
Colonial exactly as illustration bright steel buckle, louis Heel.
Price **$21.00**

BRONZE COLONIALS $26.50

LADIES' COLT PATENT JUANITA
LOUIS HEEL, SMALL BLACK AND STEEL BEADED BUCKLE.
Price $24.75

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We have received a beautiful selection of all the newest materials and shades suitable for costumes, coats, dresses, etc., for the coming season. We cordially invite an inspection of our display in the new windows, also in the department where we are convinced we can prove that we have the largest range of materials and at the most moderate prices in Shanghai.

Coatings

Ladies' Colt Patent Colonial.
Exquisite black and steel beaded square buckle, Louis Heel, none better made
PRICE $25.00

TWEEDS

"THE BERWICK"
A very smart all-wool tweed in two colours, ½ inch check, makes very smart sports skirts, costumes, etc. Shades: Russ-Drab, Saxe-Grey, Saxe-Brown, Mauve-Grey, Navy-Heather, Mauve-Heather.
40 inches wide
Price $3.50 yard

"THE ARGYLE"
A tweed for hard wear combined with smart appearance. Suitable for useful costumes, knock about skirts, boys' suits, etc.
40 inches wide
Price $2.75 yard

"THE DURHAM"
An a wool tweed in two colour checks, also on a Grey heather ground with an indistinct contrasting check. Six different ways.
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Venetian Cloth

This is a cloth of pure wool and a perfectly fast dye. It is sufficiently heavy for costumes. It has a very soft finish thus giving it a smart draping effect when made up. Guaranteed not to spot or shrink. In the following shades: Navy, Mid-Brown, Nigger-Brown. Saxe Mole, Reseda Purple Pearl, Fawn.
54 inches wide.
Price $8.50

Broad Cloth

This cloth is of a heavier texture than the Venetain cloth and has a perfectly plain face. It is of pure wool which makes up a very smart tailor-made costume. It will not spot in the rain and is thoroughly shrunk Shades: Elephant-Grey Navy, Nigger Brown, Mystle, Mid Brown Electric, Saxe, Purple, Reseda Fawn.
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An exceptionally good line in all-wool cheviot. Fast colours in the following fine range of shades: Putty, Light Navy, Lavenda, Elephant Brick Nigegr, Purple, Slate, Burose, Electric, Sky.
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A fine range of all-wool thoroughly shrunk navy suiting serges in permanent dye.
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Corded Velveteen

"Cord de la Rein.," a very rich pile corded velveteen in a beautiful range of shades, fast colours. Shades: Dark Navy, Saxe, Mid-Brown, Purple, Lt. Navy, Cinnamon, Prune, Helio, Ruby, Vieux-Rose, Mole, Electric, Dark Brown and Black.
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Coney Seal Push

These have a very rich thick deep pile of silk and mohair with wool back Coney Seal is in Black only with a very rich lustre.
51 inches wide
Price - - - $9.50 yard
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This is a similar material to coney seal but has a fancy pile which looks very smart when made up.
51 inches wide
Saxe Price $9.50 yard
Black Price $9.50 yard
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Plush (Colours)

Very heavy grey plush with a beautiful deep rich pile.
51 inches wide
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BLACK SATIN COLONIAL
Louis Heel, Trimmed Neat Three Cluster Paste Ornament.
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LOCKLEAR KILLED FLYING FOR FILM

'Stunt' Aviator And His Aid Fall In Making Realistic Finale For Picture

Los Angeles, Cal., August 3.—Lieutenant Omar Locklear, famous as a "stunt" aviator, and his aid, Lieutenant Milton Elliot, were killed last night when after "stunts" for a motion picture film in which Locklear was being starred, their plane, in flames, crashed to the ground.

The tragedy came as a finale to the motion picture, "The Skywayman," which was being made by the William Fox Studios. The last scene of the scenario, for which Locklear had suggested many hair-raising "stunts," called for the "Skywayman" plunging to his death, his machine in flames. Locklear, with Elliott, left the earth about 10 o'clock and in fifteen minutes he dropped the colored lights which told the waiting camera men on the ground that he was ready for them to start "shooting" the last scene.

Locklear dropped a rocket and went into a tail spin after it. It was a magnificent exhibition of skill, according to the spectators on the ground, but their admiration for his skill was turned into horror when they saw the plane 200 feet from the earth attempt to right itself and then crash down in flames.

Some hurried to the burning wreck while others called the Fire Department, but the two airmen were already dead. Elliott, who wore a leather coat, was not burned about the upper part of the body, but Locklear, who wore a tweed suit, was burned beyond recognition.

A friend of Locklear sent a telegram today to Mrs. Locklear, who at present is with his parents in Fort Worth, Texas, informing her of the death of her husband. No reply has yet been received.

MADE MANY 'STUNTS'

Locklear, who came to Los Angeles in February, was the originator of many of the thrillers now performed by other fliers. In the "Skywayman" he was filmed changing planes at night with the aid of a searchlight, landing on the roof of a freight train and seizing the plane again as it flew over him, and performing many acrobatic stunts standing on the wing of a plane. He and Elliott were inseparable, and Locklear, it is said, would never attempt any of his "stunts" unless Elliott was piloting the machine.

Two possible causes of the accident are given by the spectators. One is that the pilot was blinded by the five strong searchlights playing on the machine as it dove earthward. The other is that the rocket which Locklear released before going into the fatal spin set fire to the plane.

That Locklear had a premonition of his death is told today by friends, who say that just before he took his seat in the plane he said:

"I have a 'hunch' that I should not fly tonight."

Elliott laughed, they assert, and said: "It is too late in life for you to be getting old maid ideas. Let's go."

A sealed special delivery letter addressed to his mother was found today in a pocket of the coat worn by Locklear. The letter, scorched at the edges, was one of the few things which escaped the flames which destroyed the plane.

With the discovery of the letter it was learned that Locklear, who was a confirmed fatalist, invariably carried two articles with him in his flying: One was his identification tag, given him while he was an army aviator, which he wore around his right wrist; the other a letter to his mother containing, it is believed, his farewell message to her.

Locklear planned to tour the United States following the completion of the picture in which he was being starred. He intended to play the small town fairs as well as give exhibitions in the large cities.

LOCAL VIEW

Lieutenant Locklear, after leaving the army, took to giving exhibition "stunts" in the air, and was said to have been the first aviator to attempt jumping from one 'plane to another while in flight. Lately he has been with a moving picture company.

Locklear was a Texan, born and bred, and began his experiments in scrambling along the wings and fuselage of his plane while a student aviator at Fort Worth. He conceived the idea that it would be possible to mount machine guns on the wings of a 'plane. Army officers said it would be impossible to maneuver with a man's weight on the extreme edge of the wings, and some of his first "stunts" were done to demonstrate that a 'plane so weighted could be maneuvered.

He was the first aviator to be summoned for reckless driving in the air. On April 7 the Aero Club of Southern California had a warrant sworn out, charging him with disturbing the peace by looping the loop over a public park in Los Angeles.

Lieutenant Elliott was a native of Gadsden, Ala.

American Train Despatching System Adopted In France

Paris, August 6.—French railways have just decided to adopt the American telephone train despatching system.

This constitutes the first and most important contribution to date to French industry resulting from the American intervention in the war and the American army's invasion of France.

There's just one fly in the ointment—at least in the mind of the average Parisian. The latter is fully convinced that if it takes the French train despatcher as long to get a telephone connection as it does to get one in Paris, no train will ever get outside of the city limits.

Nevertheless, the recogniton of the superiority of the American method is genuine and complimentary to America.

The despatching of trains by telephone, after being perfected in the United States, was later adopted in Canada, Italy, and on several English lines as well as in some of the English colonies. France still clung to the old time system of train despatching by telegraph which is slower and less sure.

No small sensation was caused in railway circles in France, when for the first time American army railway engineers and trainmen were seen to dismount from their train hook up their little portable telephone apparatus at the nearest telephone post and telephone their despatcher for instructions. What caused still more sensation was to see the American trainman get them, and that at once.

Owing to the terrific deterioration of French railways and rolling stock during the war and the difficulties of repairing them in France's present handicapped situation, it is only within the past few months that the French have been able to experiment with some of the newer and more practical methods introduced by the Americans.

The first experiment with telephone train despatching was made on the line between Paris and Charters. It proved such a success that the other French companies immediately gave the system a tryout, the Eastern Company installing it at Nancy and the Paris-Lyon-Mediterranli utilising it between Lyon and Dijon.

In each case the success has been so great as to insure the eventual permanent use throughout France.

This, however, will be slow as it involves not only a very heavy expense for installation but also the re-training of the entire railway personnel in France.

To Monsieur Pie goes the distinction of being the first train despatcher in France—although he and the rest of his fellow despatchers will be known as "regulateurs." He is at present in charge of the first system between Paris and Charters and to him falls the task of starting in to educate the future "regulateurs" for all the French railways.

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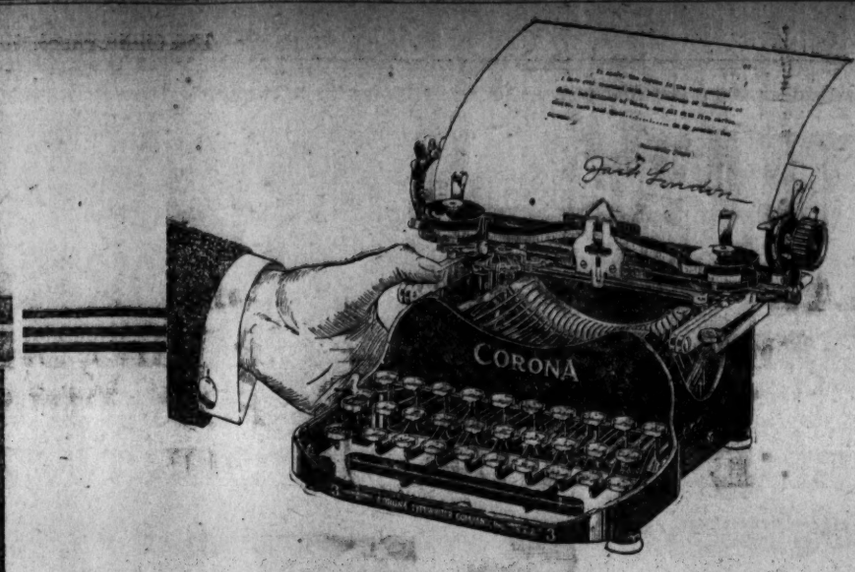

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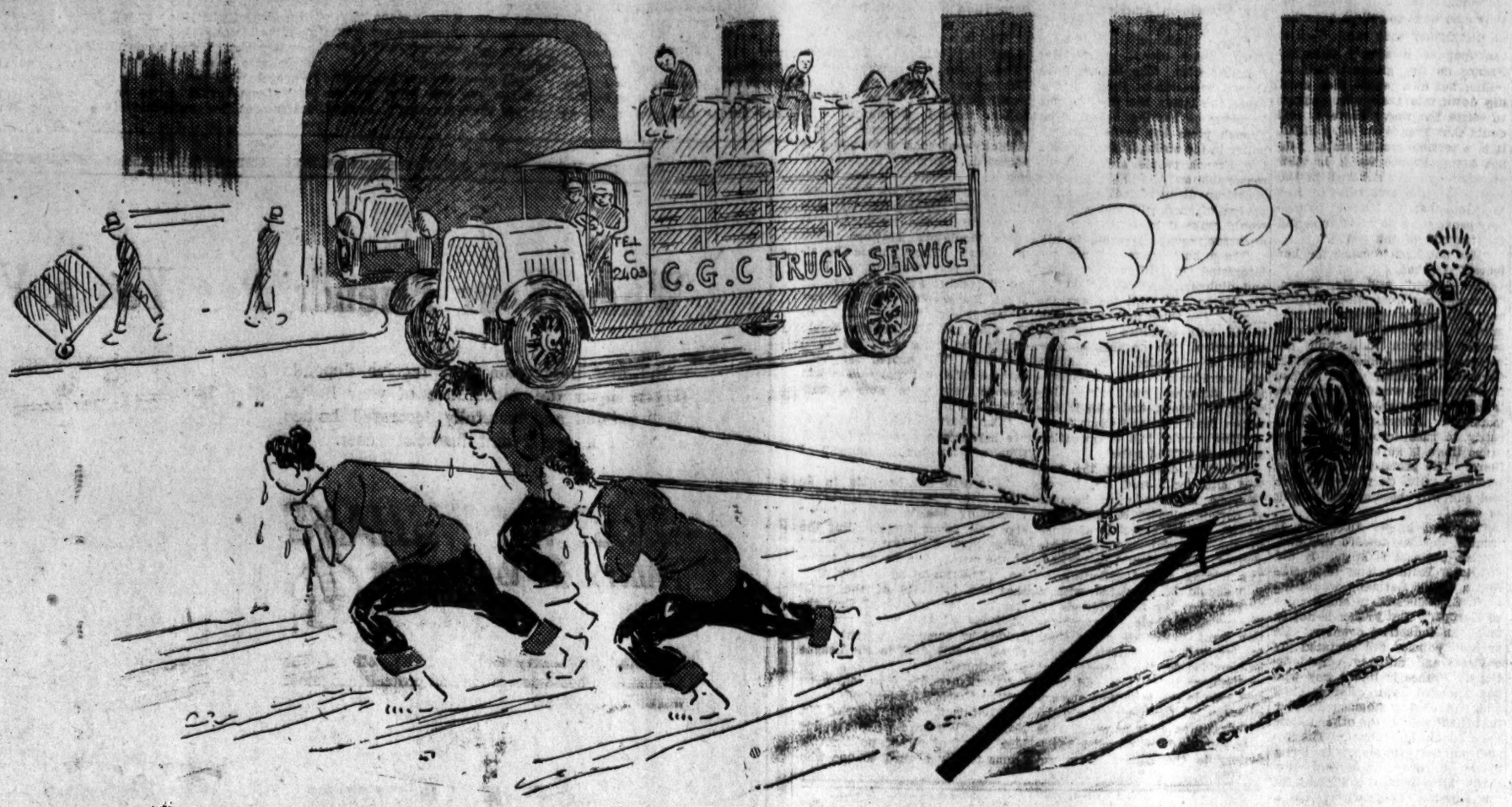

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America's Indifference To Creating A New Order In Europe, Is Bringing Back The Old Order In Its Worst Form

BY DR. LOUIS LEVINE
(*New York World*)

"The American people are living in a fool's paradise, while a hell-raising is brewing in Europe. This thing cannot last much longer. We cannot live on a gospel of indifference. Europe is rushing headlong to a crash, and unless we step in we may find ourselves in the general smash-up. Some one must persuade the American people to heed the danger signal before it is too late."

Warnings, like prophecies, it has been said, are the most gratuitous form of error. But Mr. Pierrepont B. Noyes is not the man to indulge in error of any kind. He is first of all a business man. He talks only about things he has seen for himself. His talk about Europe is prompted by what he has seen during fourteen months of observation in various official capacities, especially as American delegate on the Inter-allied Rhineland Commission.

"I cannot understand what has happened to America," said Mr. Noyes. "Where is our common sense? How could we turn our backs on Europe, as if we were living on another planet? I am not in politics, and I do not want to butt into political controversies. But I say outright that if our political leaders knew the true situation in Europe and were big enough to face the truth, they would tell the people that unless we do our present duty European civilisation will be engulfed in a general deluge of revolution and chaos and that the Atlantic Ocean will not be wide enough to save us."

"America is tired of hearing about its duty to Europe," I remarked. "Why does not Europe settle its own problems?"

Mr. Noyes literally jumped on me.

"Europe cannot settle anything without America, and we ought to know it. We helped to make Europe what it is today. The settlement under which Europe is now laboring is half American. Our hand can be seen all over the map of Europe. Our representatives and diplomats at Versailles are largely responsible for the plebiscites, civil commissions and other clauses of the peace treaty. Had it not been for America Marshal Foch would now be running in military fashion, not only the Rhineland, but many another part of Germany. In fact, one is almost provoked to say that if America had not interfered at all in the making of the peace treaty it might have been better for Europe."

"Better?"

"Yes. Europe would have had a harsher peace, but it would have recovered sooner. This sounds paradoxical, but it is true. Europe has its own diplomatic traditions and its own view of international realities. The Allies at Paris would have arranged for a military occupation of Central Europe and for a decisive campaign in the East. They could have done both things with comparatively small military forces. Europe would have continued to smart under the lash of the military spirit, but it would have got down to work sooner, and material recuperation would have come quicker. As it is, Europe is neither at peace nor at work. And the blame for this falls as much on us as on others. We came to Paris with a new gospel of international politics. We did not succeed in applying it fully, but we got enough of its new tenets into the final peace pact to make a profound impression on the situation. Then we retired. We really left Europe in a hole. It got neither what it wanted nor what America promised. All that we have left behind in Europe is disillusionment in the nobler and more idealistic motives of humanity. Because of this the old sores are open again and are oozing in the same old way. That is why I do not appeal to American generosity. To my mind our duty to come to the rescue of Europe now is imposed on us by our responsibility for what we did before. Our indifference to creating a new order in Europe is bringing back the old order in its worst form."

"How is that?"

"Well, the crux of the situation is again what it was six years ago," said Mr. Noyes. "National rivalries and fears are again driving people to wars which threaten to draw us all in again. Chauvinism is again in the saddle. I hate to blame one country more than another, but the truth must be spoken, for there is too much at stake. The root of the trouble in Europe today is French fear. France is frightened—terribly frightened—of Germany. In fact, she is so frightened that she cannot do the right thing. In the days of our frontier fighting many men felt that 'the only good Indian was a dead Indian.' So many Frenchmen feel now that the only safe Germany is a ruined Germany. They would like to see Germany reduced to nothing, but they also want to collect from her all the money they can. Next to the fear of a strong Germany France as the greatest fear of telling her own people they must dig down into their own pockets to settle the war. There is real doubt that France can do it alone. It is a terrible mental state. I do not blame France for it in view of what she has suffered in the past. But the fact remains just the same that the fears of France may prove the ruin of Europe and the tragedy of the world."

"Has not France cause for her fears?" I asked.

"No doubt," said Mr. Noyes. "Germany has tremendous vitality and will revive quickly if permitted. The war has destroyed neither German skill and experience nor the connections which German business men have throughout the world. Everything is favorable for great business expansion. American capital is ready to rush into Germany because there is no end of bargains there. The promise of profits is immense. Give Germany a chance and she will become as strong as ever.

"England knows this, but is frankly working toward this end. British business is keen. It did not take Britain long to decide that a ruined Germany would be, as H. S. Wells said to me, a ruined Europe." But France is not so much an industrial country. Its present policies are dictated by political and military considerations. France is like a boy who has knocked down another chap and sits on his stomach in fear that if she gets up the other fellow may knock him down. The result is that Germany is being driven to desperation and may throw herself into the arms of the Russian Communists as a means of escape."

"Escape?"

"Well, the German is reaching the end of his rope and may prefer anything to what he has now. The German has got to get some relief soon or 'bust.' The German workingman today cannot earn enough to buy food. The Government rations today are lower than at any time since August, 1914. On Aug. 1, 1920, the ration was 1,090 calories per person as against 1,500 in 1918. Almost two years after the armistice the German is getting less to eat than at the worst period of the war. This is driving him to despair. Communists and Bolsheviki are being born by the thousands every day."

"What about the middle classes of Germany?" I put in.

"They are in the same frame of mind," replied Mr. Noyes. "As a representative of the American Government I had unusual opportunities to see things. I was permitted to examine Government files relating to the situation. I went through different parts of Germany and talked to people in all walks of life. I had many interviews with officials in high position, including Ministers of the last German Government. I found that most of them have a friendly feeling for America because we are not out for anything for ourselves. They were as frank with me as they could be. And my observations lead me to believe that many of the German people are exasperated enough to think that a temporary triumph of Bolshevism would be better than being ridden by France.

"Should this state of mind prevail we might witness the spread of Bolshevism to Central Europe. In my opinion this would mean that all Western Europe, including France and Germany, would be drawn in."

"If I understand you right," I said, "the big question in Europe today is the relation of France to Germany."

"Exactly," said Mr. Noyes. "And the solution of that question depends on America."

"On America?"

"Yes. Nothing can allay French fears except reassurance from America. The French have shown suspicion of England because the latter has tried to put Germany on her feet again. The French press has reviled British policy in the strongest terms. But the French people are not unreasonable and they have faith in American disinterestedness. Our pledge of good will and support would make it easier to come to an arrangement agreeable to all.

"As a business man I am not interested in political quibbles and diplomatic subtleties," added Mr. Noyes. "I want the straight goods. The thing to do in Europe is to help organise order and production. To do this a new spirit is needed, a spirit of confidence and co-operation, America can bring this spirit to Europe, and with it salvation from ruin and chaos."

"How would this co-operation express itself?" I asked.

"That is clear from the present situation," said Mr. Noyes. "Europe is floundering because of certain clauses of the peace treaty. I have especial reference to the financial and economic clauses. These should be revised. The mining and distribution of coal should be regulated with a better view for the interests of Europe as a whole. Transportation must be put on an efficient footing and raw materials must be provided for the factories. But preliminary to all this and as a first step to reconciliation, the occupation of Germany should be withdrawn as early as practicable—as soon as disarmament is satisfactory to the Allies. Any one who has been in close touch with the German situation realises this is costly and provocative of a lot of hard feeling. In cash outlay alone it has cost from $300,000,000 to $500,000,000 a year. This sum does not include such costs as provision of barracks for the soldiers, and so on. The cost of occupation could feed every man, woman and child in the Rhineland. We must agree with the Germans that the sooner the occupation is ended the better for all concerned.

"We might as well be frank about it," continued Mr. Noyes. "The peace and prosperity of Europe and of the rest of the world demand a change in Allied policy toward Germany. The details can be arranged without difficulty—as soon as this idea is accepted. Germany must be allowed to re-establish her industrial position. By geography and ability and training the Germans are fit to be the industrial and trade mediators between West and East. They should be allowed to play their part. They would make available for the West the surplus food and raw materials of South and East Europe and in return would supply the latter with industrial products. The sooner they can assume this task the sooner will Europe return to normal conditions of life."

"Can Germany be trusted to use her economic power for legitimate economic purposes," I asked.

"She will not be able to do otherwise," replied Mr. Noyes. "Germany has learned a lesson she will never forget. But the Allies must also learn the moral of the war. And so must America. The moral is simply this, that the interests of the world are interdependent and that the destinies of the world must be guided by common consent. This moral is embodied in the League of Nations."

"You are treading close on politics there," I remarked.

"That is the pity," replied Mr. Noyes. "We have made this big idea the football of politics. It seems totally absurd to one who has spent so much time in touch with the economic necessities of the world. I cannot see what has befogged the American mind. We pride ourselves on our keen business sense. Here is a situation that every one could see. What have we to fear of the League? We have the men, the resources, the money, the prestige and the power. The League can deprive us of nothing. It can no more take away our liberties than a child can rob his father of liberty.

"On the other hand, I fail to grasp all this discussion about reservations. Without any 'reservations' the utmost the League covenant can do is to make it a little harder and slower for us to start a war. But personally I would accept some reservations rather than let the League linger without our support. The important thing is that America and the nations of Europe get together around the same table and discuss the situation and dispel the spirit of mutual suspicion and hatred. Things would then begin to move. There is nothing in the way of a settlement of the European situation except this lack of good will, and America could bring it to Europe if she only would. Financial aid would quickly and automatically follow political settlement."

"But would we not be dragged into the new war which has enveloped Europe again?" I asked. "Would we not have to participate in the fight against Russia and in the dozen other little wars that are going on in different parts of the world?"

"I do not think so," said Mr. Noyes. "Certainly the danger would be no greater than now; 1917 proved that America cannot keep out of a general European war. On the contrary, we would be a powerful factor in putting an end to all these big and little wars. All we need revive our own idea of what the war was for and the ideals which we proposed to carry out. Those ideals would serve as a basis for a return to peaceful relations. The League of Nations could serve as the instrument for enforcing those ideals. Europe is readier to accept them than in 1918. Two years of so-called peace have revealed to the countries of Europe the destructive nature of their old conceptions and methods. The moment is ripe for a general political and economic readjustment. Our participation in the League of Nations would at once lend that body prestige and power and would enable it to carry out the policies I outlined above. It is a great opportunity. America must cast aside petty political considerations and rise to the occasion. Only thus can we bring hope to now hopeless millions and save Europe and ourselves from untold disasters."

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FRIENDS BLAME SPIRITS

Think She May Have 'Responded To Control' And Thus To Bad Deeds

Paris, Aug. 7.—In the elegant Bohemia of Paris, which touches all worlds, nothing is being discussed but the Bessarabo murder.

Piece by piece the history of the beautiful woman who last Friday night shot her husband dead and next day, with her daughter's help, sent the body under a false name, in a trunk that oozed out blood, to the baggage room at Nancy, is being reconstructed.

She is French by birth and 47 years old. For a time she was a governess, and it was in that capacity that she first went to Mexico twenty-five years ago. There she married her first husband, Jacques, Director of a large store in the Government Place, Mexico City.

The pair had two daughters, one girl, Paule, who had been arrested with her mother in connection with the crime, and another who married and is living in Mexico. Soon after her marriage and the birth of her children Madame Bessarabo began to write. She was an industrious and omnivorous reader, and all her outpourings, in prose and verse, bear signs of patient imitation of her favorite authors and philosophers. Her beauty, which is still remarkable, and her literary ambitions made her a notable figure, and her husband, who was twenty years older than she, doted on her.

In 1913, having realised a comfortable fortune, Jaques made over his Mexican business to a relative and came with his family to live in Paris. Here madame began to live the life she had formerly known only through books. She kept a kind of salon and a tribe of long-haired poets in attendance. The old Mexican merchant and their daughter who subsequently married, protested in vain against the life of the other two members of the family.

Then came illness to Jacques. He developed a curious internal complaint from which he suffered much pain, but before the doctors had settled what was the matter with him his life was ended with a revolver bullet. The revolver being beside the couch and a letter in which he explained that he dreaded bankruptcy were sufficient to close inquiries and Mme. Jacques, with her daughters, shortly afterward sailed for Mexico.

On the voyage the dainty widow seems to have shocked some fellow travelers, and the fact that her husband, believed to be nearly bankrupt, left her 900 000 francs caused some comment about the authenticity of his last letter.

Less than a year later the widow married Weissman, who had taken the name Bessarabo to conceal his Jewish origin.

All this time Mme. Bessarabo had been writing. The output of her books, plays and poems was voluminous, but their mediocrity continuous. On the return of the family to Paris the former literary discussions and spirit seances were begun again.

Mme. Bessarabo had one of her plays produced by a private society and her books had a number of readers among her own circle. In that circle the crime has produced a most profound impression. The Comtesse de Bellecourt, one of her former friends, declared to an interviewer: "I could believe that Mme. Bessarabo killed her husband in a moment of passion, but all these grotesque details of the blood-filled trunk and the complicity of her young daughter, ah, no!"

Mme. MacKenty, another woman writer, declared that recently her friend had shown symptoms of over-excitement, and she added: "It is possible that she acted under the influence of spirits that had obtained control of her."

To the details of the movements of the two women at the time of the tragedy has been added this, that the trunk into which the body was packed and sent to Nancy was brought down from a garret the day before the tragedy, and not after, as the two women declared to the Magistrate.

Chesterton Decries Flurry Over Mannix

British Novelist Thinks His Government Acted Foolishly In Gigantic Farce

London, August 12.—G. K. Chesterton has written the following comment on "the Mannix affair:"

"The whole Mannix affair is a gigantic farce in which the British Government has played an extraordinary part. What surprises me most is that the newspapers, except the labor papers, have applauded and backed Government's amazing example.

"Anyhow, why worry about Archbishop Mannix? What harm is one man going to do in Ireland? Denounce the British Government to a million Irishmen? Why, those million Irishmen are spending all their time denouncing the British Government to the rest of the world.

"The only point that could be raised is against the Archbishop's moral theories. How could he stand in the pulpit and plead in support of murder and cold-blooded assassination?

"Meanwhile the British Government has acted a sort of miracle play to the intense amusement of the rest of the world, playing Herod to Mannix's John the Baptist. Such a thing could never have happened in the eighteenth century, when, had Mannix lived, he might easily have been hanged or assassinated or something equally horrible happened to him, which would never have been advertised.

"Most of the Irish Roman Catholics take little interest in the political opinions of their priests; therefore let Mannix alone. His cordial reception in America was due partly to the large number of Irish-Americans, whose welcome was naturally vociferous, and partly because the average American is brought up to believe that England is a tyrant. This idea needs removing to foster the Anglo-American brotherhood.

"There are many reasons why there should be such a brotherhood. Chief among them England understands liberty in the same way. Prussia doesn't and never will. But all talk of Anglo-American unity being the chief tie between the countries is twaddle.

"It will take time to make America believe that England is not a tyrant, but it can be done, though history has nasty things against England, and history is strengthened by the tyrannical treatment of Archbishop Mannix."

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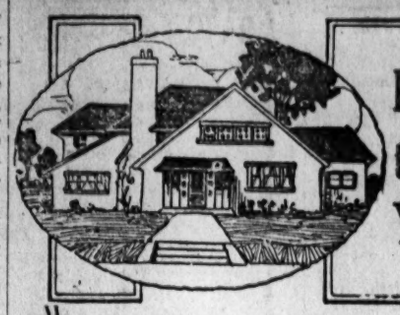

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Manila Maru	Seattle	Sept. 7	Sept. 23	Oct. 3
Monteagle	Vancouver	„ 14	„ 30	„ 6
Empress Russia	Vancouver	„ 23	Oct. 4	„ 8
Tenyo Maru	San Francisco	„ 17	„ 4	„ 11*
Venezuela	San Francisco	„ 18	„ 9	„ 15
Nanking	San Francisco	„ 25	„ 15	„ 20
Hawaii Maru	Seattle	„ 28	„ 13	„ 20*
Nile	San Francisco	Oct. 2	„ 21	„ 27
Kashima Maru	Seattle	Sept. 30	„ 21	„ 28*
Empress Japan	Vancouver	Oct. 12	„ 26	„ 31
Empress Asia	Vancouver	Oct. 21	Nov. 1	Nov. 6
Shinyo Maru	San Francisco	„ 14	Oct. 31	„ 9
Africa Maru	Seattle	„ 15	„ 31	„ 11
Ecuador	San Francisco	„ 16	Nov. 6	„ 12
Fushimi Maru	Seattle	„ 22	„ 12	„ 19*
Persia Maru	San Francisco	„ 23	„ 13	„ 20*
Alabama Maru	Seattle	„ 30	„ 15	„ 22*
China	San Francisco	„ 30	„ 18	„ 23
Korea Maru	San Francisco	Nov. 5	„ 22	„ 29*
Empress Russia	Vancouver	Nov. 13	Nov. 29	Dec. 3
Colombia	San Francisco	„ 13	Dec. 4	„ 10
Siberia Maru	San Francisco	„ 19	„ 6	„ 13*
Katori Maru	Seattle	„ 14	„ 5	„ 16
Arabia Maru	Seattle	„ 20	„ 6	„ 17
Monteagle	Vancouver	„ 27	„ 14	„ 20
Arizona	Seattle	Dec. 1	„ 17	„ 24*
Empress Japan	Vancouver	„ 7	„ 21	„ 26
Tenyo Maru	San Francisco	„ 8	„ 20	„ 27*
Empress Asia	Vancouver	„ 16	„ 27	„ 31

Steamers marked (*) will transfer mails at Japan to local boats and the time of arrival at Shanghai is only approximate.

MAILS DUE TO DEPART FROM SHANGHAI IN OCTOBER, NOVEMBER AND DECEMBER

Steamer	Leave Shanghai	Arrives at	
Korea Maru	Oct. 3	San Francisco	Oct. 27
Katori Maru	„ 9	Seattle	Nov. 3
Arabia Maru	„ 9	Seattle	„ 5
Colombia	„ 9	San Francisco	„ 4
Siberia Maru	„ 15	San Francisco	„ 9
Arizona Maru	„ 18	Seattle	„ 14
Empress Russia	„ 23	Vancouver	„ 8
Monteagle	„ 30	Vancouver	„ 19
Manila	„ 30	Seattle	„ 25
Tenyo Maru	„ 31	San Francisco	„ 24
Nanking	Nov. 4	San Francisco	„ 27
Venezuela	„ 6	San Francisco	Dec. 2
Nile	„ 9	San Francisco	„ 2
Empress Japan	„ 12	Vancouver	Nov. 30
Hawaii Maru	„ 15	Seattle	Dec. 11
Empress Asia	„ 20	Vancouver	„ 6
Shinyo Maru	„ 25	San Francisco	„ 19
Ecuador	Dec. 4	San Francisco	„ 30
Africa Maru	„ 7	Seattle	Jan. 2
China	„ 7	San Francisco	Dec. 30
Alabama Maru	„ 16	Seattle	Jan. 11
Fushimi Maru	„ 18	Seattle	„ 11
Empress Russia	„ 18	Vancouver	„ 3
Korea Maru	„ 20	San Francisco	„ 13

In addition to the above, mail which will advance delivery. will be despatched by any vessel

KILLS AUNT, GIRL AND SELF

Middle-Aged Parisian Had Been Refused Hand Of Young Cousin

Paris, Aug. 7.—Because his aunt objected to his marriage with her daughter on the grounds of consanguinity a middle-aged Paris automobile dealer of the name of Rossignal last night shot both women and killed himself on the sidewalk of one of the main avenues of the Etoile district of Paris.

The crime adds one more to the large number that has excited Paris in the last week. The general habit of carrying revolvers since the war is considered one cause and the police reply to the outcry for the prevention of crime is that all they can do with so many people armed is to arrest them afterward.

Last night's affair was the result of a long and unsuccessful wooing. Rossignal was a man of 42 while the girl of his choice was only 18. For many months it appears he has been pleading with the girl and her mother for consent to marriage, and had had no success with either. The girl laughed at him, it is said, and the mother opposed the match on the ground of their relationship and the disparity in their ages.

Last evening he once more demanded their assent, and the discussion ended in a quarrel which was continued in the street. Without warning Rossignal pulled out a revolved and shot both women. At once a policeman and a passerby rushed at him, but before they could seize him he fired into his mouth and fell dead across the body of the girl.

ANFUITE FALLS; ANHUI NOW HAS BANDIT AS CHIEF

(*China Press Correspondence*)

Hsuchowfu, Sept. 22.—The change of front made by our Commissioner of Defense at the time of the recent political upheaval has borne a rich plum for him, as an opponent of the former Anhui Tuchun, instead of ally to him, Chang Wen-seng has himself secured appointment as Tuchun of Anhui. Chang's path to high office began as leader of a band of bandits. Then came absorption into Chang Hsun's army, stepping up a bit each time his chief secured higher office. Later when the notorious Chang Ching-yao became Tuchun of Hunan Chang Wen-seng succeeded him here as Commissioner of Defense. There is said, however, to be much opposition to Chang's going to Anhui, so although the appointment has been secured some doubt is expressed as to his ever taking over the office.

* * *

The expected successor of Chang as Commissioner of Defense for this district is Chen Te-hsiu, ex-henchman of Chang Hsun and recent associate of Chang Ching-yao in Hunan.

* * *

The Tenth Provincial Middle School has just moved into its new buildings outside the northwest wall of the city. Several years ago they secured a fine site of 50 mow and now buildings to accommodate about 200 boarders are complete. This move and expansion constitutes a real step forward in the educational work of the city.

* * *

The Presbyterian Mission Middle School expects to follow their example soon, a new site has already been secured at the foot of Yuin Long-shan, southwest of the city, but building operations cannot be begun yet.

* * *

The most notable physical improvement that has taken place at Hsuchowfu for sometime is the completion of the macadam road from the Union R. R. Station to the east gate of the city. This road has been under construction for three years and has been inexplicably slow. The work seems to have been well done, however, and greatly increases the convenience of travel and transportation of goods to and from the station.

MALARIA

Its Meaning—Its Cause—and Its Cure

When Malaria (Mala-aria, bad air) was given its name scientists knew less about it than they do now, otherwise they would have christened it differently. Then the mosquito had a better character than he has today, when he is known as the carrier of the malarial germ, as being in fact chiefly, if not solely responsible for the existence of this disease.

So long as there are mosquitoes so long will they continue to spread the malarial poison. And once this poison gets into the blood it is only through the blood that it can be eliminated.

From every malaria-infested country proof has come that Dr. Williams' pink pills are the one means by which Malaria can be speedily and thoroughly expelled. Whilst cleaning the blood this world-famous remedy creates new red corpuscles to take the place of those which the germs have destroyed, and thus restores health.

Not malaria only, but most forms of disease consequent upon weak or impure blood, have been cured in almost countless instances by Dr. Williams' pink pills for pale people. Anaemia, Debility, Nervous Exhaustion, Indigestion, Rheumatism, and the ailments peculiar to ladies are among the maladies they are curing every day. Obtainable everywhere, or direct from the Dr. Wiliams' Medicine Co., 96 Szechuen Road, Shanghai, at $1.50 the bottle, $8.00 for six bottles, post free. Today is the best day to commence your own cure.

French Loot Stores Bought From U.S.

Paris, August 14.—The lure of sharing in some millions involved in the liquidation of the United States Army stocks sold by the French Government proved disastrous for French profiteers, according to a statement issued by Emmanuel Brausse, who has charge of liquidations.

The fact that the stock was not inventoried when it was taken over by the French enabled wholesale thefts of valuable foodstuffs and clothing, and the French secret service traced hundreds of looters among those employed to bring order out of the army's chaos. A total of 2,823 persons were caught in the wide-spread net, all of whom were dismissed from the Government employ. Several hundred are still awaiting trial.

In A Pinch

On their return home from a dinner party Mrs. Smith turned to her husband with a look of curiosity on her face.

"John, dear," she asked, "whatever made you tell the Thompsons that you married me for my voice, when you know I can't sing a note?"

John was a tactful man as a rule, but this time he tripped.

"Well, darling," he replied, soothingly, "I had to give some reason and that was the only one I could think of at the moment."

PARIS GARTERS

No Metal Can Touch You

are the highest in quality and guaranteed the length of excellent service they render are practically the lowest in price. They hold your socks securely and smoothly and are the only garters made with the patented rubber fastener which prevents tearing or ripping the daintiest hose. Look for the name PARIS on the box.

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Makers—Chicago, U. S. A.

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Shanghai, Hongkong, Peking.

IMITATIONS AT ANY PRICE COST YOU TOO MUCH

YOU

are interested in the burning question of the hour:

"WHAT IS THE BEST INVESTMENT THAT SHANGHAI OFFERS TODAY?"

In our opinion

"REAL ESTATE"

in Shanghai is the Safest, most Conservative Investment that can be made

Our ideas of values are based on experience of actual buying and selling transactions.

CHINA REALTY CO., LTD.

REAL ESTATE—ARCHITECTS—INSURANCE

Corner of Nanking and Kiangse Roads

An Investment for the Small Man in Shanghai!

CONNOLLY LAND AND OIL CO., INC.

(Incorporated Under American Law)

CAPITAL GOLD $500,000

Wyoming, the World's GREATEST Oil Possibility, is to-day attracting the attention of oil men and conservative investors in every part of the United States. Hundreds of wells are producing oil, hundreds more are being drilled, every week new flowing wells extend the proven field. Every day new production is being brought in. *Undreamed Fortunes have and are Being Made.*

Land that was worth $1.25 an acre for grazing a few years ago commands from $1,000 to $25,000 an acre to-day.

The property, which it is the intention of this Company to develop, is one-half of 160 acres, owned in fee simple by *The Connolly Ranch Land and Oil Company,* the sole owner of which is Hon. James P. Connolly who at present is a resident of the City of Shanghai, China and it is located in Freemont County, in the very heart of what, at the present day, is unquestionably the greatest slightly developed oil field of Wyoming. The land is situated in Section 27. Township 2, North Range 5, Wind River Meridian. This land is assessed for taxation at G.$86,590.00 value by the treasurer of Freemont County, Wyoming.

This Company owes nobody any money on bonds, mortgages, etc.

In new oil fields it is not the great oil companies that open up a new field. These Petroleum companies want to buy the crude oil and they are always ready with the cash when your well is producing.

A successful oil property is better than a rubber plantation or a gold mine and more certain of achievement.

Dr. Connolly sailed for the U. S. on Sept. 25th to commence operations on our property. You will regret it if you fail to get a block of this stock. Shares $50 gold each, 20% on application, 20% on allotment and balance on call of directors if needed.

READ WHAT OTHERS HAVE DONE

$ 1.00	invested in the Trapshooters Oil Co. of Wichita, Kan., netted.	$ 400.00
120.00	invested in Fortuna Oil Company, netted	1,000,000.00
250.00	invested in Home Oil Company, netted	100,000.00
500.00	invested in Coline Oil Company, netted	238,000.00
500.00	invested in Lucile Oil Company, netted	82,500.00
500.00	invested in Pinol Oil Company, netted	54,000.00

SEND YOUR CHEQUE OR COMPRADORE ORDER TODAY:

Up to Sept. 25th over eighty (80) Shanghai and Ningpo residents have taken stock in our company and new names are coming in every day

For Prospectus and further particulars, apply to the Secretary and Treasurer, G. T. Lloyd, 87 Broadway, to whom all subscriptions and payments should be made.

WOMEN'S LAND ARMY PLANS TO INVADE CANADA

English Farmerettes Expected To Solve Farm Labor Problem In British Columbia

ARE SKILLED WORKERS

Well Born And Educated, A Warm Welcome Awaits Them In The Far West

BY C. VANDERBILT, JR.

Victoria, B.C., July 14.—Western Canada believes it is fast solving the labor problem from a very broad standpoint. During the last two years, and more especially the last six months, the question of Oriental immigration has become acute. In order to relieve the congestion forced by highly paid Orientals, the Province of British Columbia has decided to import as many women from the former Land Army as it can obtain. In this manner it is believed that the shortage in farm labor will be relieved.

In explaining more fully this idea Edward D. Barrow, Minister of Agriculture for British Columbia, said that a number of representative English women would come to this Province to make a reconnaissance of the farm and labor situation.

"In certain lines of production," said Mr. Barrow, "particularly the fruit industry, we are dependent at present on the farmerettes. The pay is good. It is done chiefly by the 'piece' method. However, even with this inducement we have great trouble in employing enough harvesters. A very small percentage of Canadian women take an interest in harvesting. Orientals can never be depended upon to obtain the right amount of necessary crops. Here lies the opportunity for satisfactory employment of English women. They are used to working on the land. They like the great outdoors. We have a mild climate here, it should prove ideal for us as well as for them.

"Most of the Land Army women are well born and educated. During the war, for patriotic motives, they went into the fields. Now a majority of them are homeless. Their male relatives perished for humanity, and the women are left to make a living as best they can. Of course they are well looked after in the old country, but they want to come somewhere they will have a chance for the future. This country could absorb quite a large number of satisfactory farmerettes.

A CHANCE FOR BACHELORS

"Taken from another standpoint, they would make excellent wives for pioneer bachelors. British Columbia is as large as Germany and has a population of nearly 400,000. Practical farmers would find in the farmerette practical wives. On the other hand, if the farmer is married it is doubtful whether his wife would appreciate young women on the farm lands doing the manual labor. I should judge there would be trouble in the mixed farming districts. On the orchards, however, women would be appreciated as they would save much money and worry for the careful berry-raiser."

When asked why more Oriental labor was not used in this Province, Mr. Barrow continued:

"Orientals are good farmers when allowed to run the entire thing themselves. They are no better truck farmers in the world. Once they are brought into our methods of doing things, trouble commences. They do not like to be bossed in the fields. That is why all the Chinese and Japanese that you see are mostly to be found inside houses. They are used to a certain extent on farms for indoor work. Personally, I believe the Oriental problem to the West is as serious as the colored problem was to the Southern States in the early sixties."

Mrs. Arthur Cuppage, a representative of the British Land Army in Victoria, British Columbia, in a recent interview concerning the advisability of bringing girls to this country, said:

TO BRING A FEW AT FIRST

"We intend bringing less than a dozen at first. The Provincial Government has made no definite promise of financial assistance, but it will undoubtedly co-operate with us in our great undertaking. The type of girls will be fully graduated agriculturists. They represent skilled labor, able to undertake any kind of farming. Most of them are of good birth and education.

"If this first consignment succeeds others will follow. Farmers are gaining in strength all over the world. We have the assurance of the numerous labor unions everywhere that they will offer no opposition to this new class of labor. Our idea is not to swamp the country with these young women, for that would be a grave mistake. We must go gradually. When the farmers find what kind of skilled labor they are employing they are certain to went more of it. There will soon be a demand. In England the labor unions have overcome all prejudices.

"At present many women manage their own farms on Vancouver Island. The scarcity of men on the soil since the war has been appalling. This island is over five hundred miles long and eighty in width, and yet there are scarcely a hundred thousand persons living on it at present. Some of our girls are forestry girls. They have taken a two-year course on the subject and are quite prepared to chop and fell the largest redwoods. This class would be particularly suited to the northern part of the island on account of the huge forest growths."

One of the most interesting women in the Far West at the present time is Mrs. Charles Eykyn. Twenty-nine years ago she was a pioneer of the Middle West. At that time she and her husband settled in Minnesota. She still says with much pride that they used to grow some of the best wheat in that section of the country. Her husband died and she returned to England. While her only son, who bears the picturesque name of Prairie Chicken, fought on the battlefields of Belgium, she became an indefatigable war worker. She is one of the originators of the farmerette idea. It was she who organised the first forestry corps for women in Great Britain.

Mrs. Eykyn is at present touring this section of the country to obtain the best impression she can as to the kind of girl the British Government should send to British Columbia.

"The present cost of clearing an acre is $300," said Mrs. Eykyn. "That does not count the amount for pulling the stumps. You can see by this why land up here is so valuable. Yet when the ground is cleared many tests have proved this to be the best fruit country on this continent. My girls will work for just one quarter what the men are asking in this part of the country for the same kind of work.

"There are but three girls from the Land Army here at present. I may freely say that hundreds are coming. The Government will give the girls $150 apiece for their fare from Montreal here. Many are coming on their own savings. The seriousness of the Oriental problem is just beginning to be felt. I predict that there will be a Dominion-wide call for more of my girls and that type of skilled labor. I am hoping it will be as great a thing for the entire British Empire as it will surely be for British Columbia."

W. L. Payne of London arrived recently in Victoria to consult the Ministry concerning its real motives for endeavoring to obtain such a large percentage of women workers. Mr. Payne is assistant chief of publicity for the Canadian Pacific Railroad.

"Many of the army workers are no longer content with the type of work they did before the war," said Mr. Payne. "Through the independence gained in the service they hope to make successful farmers in Western Canada. Purely pleasure traffic from the old country has by no means been revived since the war. The greater part of the westbound traffic comprises returning Canadians, business representatives and new settlers for the West. We are confident that before very long there will be a steady stream of our best class, the gallant Women's Land Army."

Why He Did K. P.

At one of the Western camps a rookie had been made the victim of so much guying that he had long since given up the idea of taking any statements seriously. One night while on guard a tall figure loomed out of the darkness.

"Who's there," challenged the recruit.

"Major Moses," replied the figure.

"Glad to meet you, Mose. Advance and give the Ten Commandments."

SOOCHOW SCHOOLS REPORT INCREASE IN ATTENDANCE

Two New Teachers Are Added To Foreign Staff Of University

(*China Press Correspondence*)

Soochow, September 23.—All mission schools in Soochow have opened, and without exception report increased attendance. Soochow University has had a phenomenal increase, notably in the college. The Freshman Class has an increase of about seventy per cent. The total enrollment of Middle School, College and Post Graduate students is above 450, making it necessary to rent a large Chinese house outside the campus for an annex to the dormitories.

* * *

Two new teachers have joined the foreign staff of the University: Mr. H. G. Barnett, a brother of Mr. E. E. Barnett of Hangchow, is teaching History and Political Economy. Mlle. Idy Eberhard, a young lady from Switzerland, educated in France and Germany, is teaching the French and German languages.

* * *

The last of the week the University will let the contract for a large temporary building (large enough for a basket ball court) which is to serve as a gymnasium until the permanent gymnasium can be built. The permanent gymnasium is to be the third of a series of buildings erected by funds of the recent Centenary Drive of the Methodist Church in America.

* * *

To meet the demand for the "National Language" the University, has this year added two teachers, one from the Government Teachers' College in Nanking, Mr. Li Sze-chien, and one from the Normal Department of Peking Union University, Mr. Yuan Dah-kyung.

* * *

Indications are good for the opening of the Language School for missionaries and others. Friday, October first, is registration day. This Department of the University was inaugurated only last January, but had students from five missions, and for the coming term has applications from members of two additional missions.

A Life of Agony

Backache Positively Cured After 10 Years.

Rheumatism and backache are two of the most common and troublesome complaints in this country to-day. Thousands of people find work a torture, action of any kind a weariness, and bad weather a continuous dread, because of the rheumatic pains they are subject to, or the tiring backache pains they are never wholly free from.

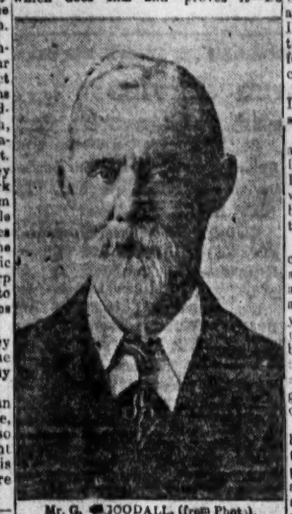
It is foolish to think that you cannot remove rheumatism from your system. It is dangerous to neglect backache pains or the other symptoms that mean disordered kidneys—headaches, nervous debility, bad breath, gouty or dropsical swellings, constipation, bladder weakness, or discomfort. If your kidneys are out of order they are not properly performing their work of keeping the blood free from poisonous uric acid, which is made every day by the waste impurities of the system. This means that the poison is retained in your blood. Uric acid takes the form of tiny sharp crystals, and it is quite easy to imagine how these cause terrible pains if allowed to accumulate.

Of all stubborn diseases, kidney trouble in any form is one of the most difficult to overcome. In many respects it is like Consumption.

Consumption is curable, if you can get at the germs, the cause of disease, but the germs of Consumption are so placed in the lungs as to prevent medicines touching them. That is why it is almost impossible to cure Consumption with medicines.

Kidney trouble is like Consumption—it is so difficult to the germs in the weak or diseased spot. When you take ordinary Kidney or Backache Pills or Mixtures, the drugs that they contain are very often useless for kidney trouble, because they never go near the kidneys, they simply go into the stomach, then into the bowels and away.

Now, if you purge the kidneys as you would the bowels, they will regain their healthy, active condition, and soon rid the system of uric acid. There is only one kidney remedy which does this and proves it—De Witt's Kidney and Bladder Pills.



Mr. G. GOODALL. (from Photo).

Read what others say about them. Mr. G. T. Goodall, of Hampton Lane, Herne Bay, says:—

"For over ten years I suffered continuously with kidney trouble, the pains in my back being so severe that I could only bend with great difficulty. I was hardly ever free from the wearying, dragging pain. I tried all sorts of advertised remedies, without success, until 18 months ago I was given a sample box of De Witt's Kidney and Bladder Pills, and was astonished at the relief they gave me. I bought some more and continued the treatment, and after a short time I found I was absolutely free of my complaint."

This statement was made in 1914. In 1919, five years later, Mr. Goodall says:—

"I am now over 60 years of age, and in very good health—thanks to De Witt's Kidney and Bladder Pills! I always keep them in hand, and always recommend them as being the best thing I know of for kidney troubles."

De Witt's Kidney and Bladder Pills cure by going straight to the kidneys and bladder. Within 24 hours they are guaranteed to relieve the pain, and a blue tinge in the urine proves to you that the healing ingredients have passed right through the kidneys and bladder. This blue colour is their distinguishing mark. A perfectly safe and natural remedy, they never fail to give relief and hardly ever fail to cure permanently.

In a recent test, out of a hundred bad cases of kidney and bladder trouble, ninety-seven of them were positively cured by De Witt's Kidney an Bladder Pills. Of the other three although such bad cases, two got so much benefit that they t ought they were cured, but were not positive. The remaining one was a failure—the disease had gone too far.

De Witt's Kidney & Bladder Pills have cured many well-nigh hopeless cases That b ue-coloured urine positively proves to you that every part of De Witt's Pills has gone straight to the kidneys, as no other pills do.

KIDNEY & BLADDER

De Witt's Pills

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers:—E. C. De Witt and Co. Ltd., Laboratories, E. Croydon. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilised world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Foochow Road, Shanghai.

VICTORIA-PHOENIX BREWING CO., LTD.

VICTORIA, BRITISH COLUMBIA

ESTABLISHED 1881.

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VICTORIA-PHOENIX LAGER. BOHEMIAN LAGER. EXTRA STOUT

THE ONLY FULL STRENGTH, MATURED LAGER IMPORTABLE FROM THE AMERICAN CONTINENT OR ANY PART OF THE BRITISH EMPIRE

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And naturally the Finest Home Grown Hops and Malt

THE CHINA PRESS

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

WEATHER

The typhoon of the Philippines will cross northern Luzon and threatens the China Sea to the South of the Pratas. The one of Guam follows it near the 135th meridian. Very strong northerly monsoon between Shantung and Formosa.

Today's Church Services

Holy Trinity Cathedral.—Seventeenth Sunday after Trinity. 8 a.m., Holy Communion (and at Bubbling Well Chapel). 10:30 a.m., Mattins and Sermon; Psalm 92; Lessons, Jer. xvii, 5-14, 1 Peter i, 1-21; Hymns, 170, 229, 423, 223; Preacher, Rev. W. Robbins, M.A. 6 p.m., Evensong and Sermon; Psalm 100; Lessons, Jer. xviii, 1-17, S. John viii, 31-end; Hymns 247, 421, 445, 18; Preacher, The Dean.

St. Andrew's Church Broadway.—10:30 a.m., Mattins and Sermon; Psalm 92; Lessons, Jer. xvii, 5-14, S. Luke xi, 29-end; Holy Communion and Sermon; Hymns, 261, 343, 320, 292; Preacher, Rev. H. S. Crole-Rees, R. N.

Union Church.—11 a.m., Preacher, Rev. A. E. Claxton; Chant 11; Anthem "Comfort the Soul" (Crotch); Hymns 11, 370, 655, 6 p.m., Preacher, Rev. John Darroch, Litt.D.; Chant 13; Hymns 531, 352, 327, 693.

St. Joseph's Church.—Masses at 6, 7, 8 and 10 a.m. At 10 a.m. High mass. Sermon in French. At 4 p.m. Benediction of the Blessed Sacrement. Masses on week-days 6, 7 a.m., in September; 6, 7:30 a.m., in October.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher, The Right Rev. F. R. Graves, D.D.

Shanghai Free Christian Church. (Corner of Range and Chapoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Rev. B. Curtis Waters; Evening 6 p.m. by Rev. W. J. Embery.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday Service 11 a.m. Subject: "Reality." Sunday School 10 a.m. Testimonial Meeting Wednesday Evening 6 o'clock. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

American Song Service.—Five o'clock, Masonic Hall, 30 The Bund. Instead of the usual address, there will be a business meeting to adopt a Constitution and elect a Governing Board and a Board of Trustees for the Community Church. All persons who have signed the Bond of Union or who desire to become affiliated with the new organisation either as active, associate or contributing members are urged to be present.

A Day With Harding

MARION, Ohio, August 19.—The safeguards of the Senate exercising its constitutional authority insure the security of America, Senator Harding said to a front porch pilgrimage of past and present members of the Ohio Legislature this afternoon.

In the longest and most vigorous utterance he has made since his acceptance speech, the Republican Presidential candidate, unmoved by Governor Cox's accusations that he was backed by a "Senate ring," launched into an exhaustive defense of the Senate, its powers, privileges and procedure. Mr. Harding was in a defiant mood and made his points with vigorous gestures.

His nearest answer to recent attacks was a reference to cartoon, editorial and platform suggestions "that in case of a Republican victory the incoming President proposes to permit the Senate to have some say in determining the policy of Government."

The Senator paused, drew himself together and then said with considerable force:

"I gladly proclaim all these suggestions to be literally correct.

"I rejoice that the United States Senate is functioning again. We need it to save America," and he promised that a Republican Administration would allow "ninety-six leading men of the Republic to say about foreign relations as the Constitution contemplates."

Again, with an appearance of defiant emphasis, he said:

"I would rather have the counsel of the Senate than of all the political bosses of any party in America."

"Momentary clamor" about eliminating the Senate from responsibility, Senator Harding was inclined to ascribe either to imported ideas from the Paris Peace Conference or to a "reflex of mob mentality which has broken out in revolution in various parts of Europe."

CHARGES IGNORANCE

Senator Harding opened his address by referring to his experiences in the Ohio Legislature. He said:

"For a vast majority of our public men the General Assembly has been the training ground for public service. Probably in no State in all the Union has the General Assembly been more jealous of its powers than has our own Ohio Legislature.

"Not a few of the most progressive and effective reforms brought about in the State of Ohio had their origin in the General Assembly, quite without recommendation or influence on the part of the Executive, and all our boasted progression has come from the hands of the General Assembly.

"Much is said from time to time concerning the progressive policies of the State of Ohio, and very frequently credit has been unduly claimed by the Executive who happened to be in power at the time the reforms were registered. As a mere matter of justice, the fact ought to be stated that most of the reforms have come through the leadership of House and Senate.

"A Republican General Assembly, with an Executive quite without sympathy with its general program, perfected the Workmen's Compensation act and gave to the workmen of the State probably the most nearly ideal law of any State in the Union.

"Some of us have been witnesses to the work of the Federal Senate during the last five years, and I confess amazement at the ignorance of some who cry out against the Senate, or the contempt of others for the Senate's very proper and constitutional part in Federal Government. In our own State it has been the practice, though not without exception, to send our most eminent men to the United States Senate. In easy memory, there were Sherman and Garfield and Thurman and Pendleton and Hanna and Foraker.

"I am not disparaging the House of Congress. Indeed, I could entertain no such thought. There has ever been genius and statesmanship, and high ability and lofty purpose in the membership of that body; but with rare exceptions, like that of Reed and Cannon and McKinley and Giddings, the House was ever the training school for eminent activities in the Senate.

"I do not hesitate to say that the Senate saved American nationality in 1919 and 1920, when the Executive proposed to surrender it. The Senate preserved our independence of action when the Executive insisted that a foreign council should decide our future place in the activities of the world and call us to war and our destiny.

"It has become quite the fashion among unheeding partisans of Democratic faith to cry out against the Senate and the part it plays in the Federal Government. One might as well proclaim the Constitution a fraud. The Senate is in reality the security of stable, popular government. Many measures must of necessity originate in the House of Congress. Its members come from the people every two years. Sometimes the measures proposed are the ready reflex of the popular sentiment of the hour.

WOULD SHARE POWER

"I participated in a Senate session that appropriated $600,000,000 in twenty minutes for aircraft, which was turned over to an incompetent administration that sent hardly an airplane to the fighting front. The Senate has never failed the country in an hour of great importance, but it has saved to the country the inheritance for which heroes perished and for which the supreme sacrifices of the Republic were made.

"In cartoon, in solemn editorial, in many utterances on the platform, it has been suggested that in case of a Republican victory the incoming President proposed to permit the Senate to have some say in determining the policy of the Government. I gladly proclaim all these suggestions to be literally correct.

"I rejoice that the United States Senate is functioning again. We need it to save America. It submerged itself for the period of the war and surrendered to the Executive because we

(Continued on Page 18)

Japan, Life At Stake, Fails Of Far East Ambition

Leadership Held To Be Lost Through Course In Shantung And Korea—Her Siberian Military Adventure A Blunder —Need Of American Policy Toward The Empire And China

Darwin P. Kingsley, President of the New York Life Insurance Company was one of a group, including Frank A. Vanderlip, former President of the National City Bank, which sailed for Japan the latter part of March. The group was officially entertained by leading Japanese bankers, business men and statesmen and spent several weeks in Japan as guests of these persons. Later, however, Mr. Kingsley left the party and visited China and Korea, as he says, "on his own," and subsequently returned to Japan, unofficially, and made an investigation of conditions there for himself.

BY DARWIN P. KINGSLEY

AMONG the many qualities which peculiarly equip Hon. Charles R. Crane to serve his country as Minister to China is his ability as a story-teller. One story, told to the delight of President Wilson, runs in this fashion:

A certain Turkish gentleman, walking in his garden on a beautiful evening, happened to look into his well and saw the moon there. He at once became greatly excited. "I must get the moon out of the well," he cried. So he looked about and found a long pole, which he put under the moon and proceeded to pry it out. He gave a great heave, fell over flat on his back, and saw the moon serenely sailing through the sky. He immediately got on his feet and said: "That's a good job done," and continued his walk. President Wilson remarked that was about what he and his associates had been doing in Paris.

If any member of any group that has recently visited Japan officially or unofficially has made up his mind about the Eastern problem and thinks that he has "done a good job," he is, of course, entitled to his opinion.

PROBLEM CONFUSED

I am so confused by the social and political cross-currents that are swirling in the East, so knocked about by the contradictory statements of equally responsible men, so impressed by the vastness of China, by the almost primeval origin of the force at work, and by the fact that East is still East and West is still West, that if I saw the moon, as the old Turk did, I would not be sure that I ought not to leave it in the well.

Eighteen hundred and fifty-three, when Commodore Perry broke through the barrier behind which Japan sought to hide herself, will ultimately come to be one of the great outstanding dates of history. Then began a development in the Orient that is only now taking form; a development which will ultimately react upon us with consequences that no man can foresee, and few who have regard for their reputations care now to predict. Out of the mystery of the East then emerged a new force in the world, comparable in its possibilities with the creation of the German Empire.

The Restoration in Japan was contemporaneous with the crowning of William I. at Versailles. The German Empire then founded has passed, but modern Japan is only beginning.

Irrespective of the rights or wrongs that lie in the Oriental problem, our profound interest in it is a fact perfectly clear to any one who has visited the western shore of the Pacific, although such visitor may well decline to forecast in any detail just how we may solve the problem when it reaches its acute stage. There are, however, a few bold outlines which any one may sketch with certainty.

Across the Pacific lies one of the oldest and, by the standards of modern life, one of the newest countries on earth.

CHINA'S WATERWAYS

China, highly civilised before Rome was founded, has slept politically and economically for upward of 5,000 years. Her uncounted millions have tilled the soil for all that time and left the amazing mineral wealth of her vast dominions almost untouched. China has no roads, almost no railroads; but she has, nevertheless, a wonderful system of transportation. How many Americans know that between her canals and rivers, China has more miles of waterways than we have miles of railroads?

Those waterways served while China slept politically, while she had no industries in the modern sense; but they will not be sufficient for the China that is coming, although they will be a powerful factor in her future life.

In the rush of events which have crowded the last six years most of us have forgotten the little we ever knew about the struggle that went on in Asia for years prior to 1914: Russia trying to disrupt the British Empire by reaching the frontier of India; Britain defending her empire: China, politically impotent and corrupt, ready to sell to the highest bidder. Every phase of this struggle directly involved Japan's integrity and existence.

In 1894, in the war between China and Japan, the world got its first knowledge of the power that emerged from the silences and mysteries of the Orient when Perry knocked with kindly hand at the door of unknown Japan.

Here was obviously a new and important force to be reckoned with in the era that was coming to Asia and to the world.

In the war with China, Japan defeated her ancient friend and enemy so easily that the world stood aghast. This result did not suit some of the powers. Russia, France and Germany promptly told Japan she must get out of Port Arthur, just won by her arms. Sullenly Japan complied. She could do nothing else. But, not unnaturally, she waited for the day when she would be in position to take that strategic place again and hold it.

China, still playing the part of a political harlot, was, after the Boxer Rebellion, about to present Kiaochow Bay to Russia. Germany sailed in one fine day and took it herself: as vile a bit of political robbery and rape as history records.

I digress just here to say that when, in an address before a great mass meeting in Osaka (May, 1920), I denounced this rape, said Germany's title was unclean, and that the average American citizen did not believe that Japan had cleansed that title by mere military occupancy, the audience somewhat vigorously disapproved my statement.

RUSSO-JAPANESE WAR

Then Russia put on more pressure. In 1904 Japan, in defense of her very life, attacked that mightly empire and speedily brought it to terms. Port Arthur, again taken—this time at a fearful cost—remained Japan's and no one, then or now, questions her right to hold it.

Acting under the compulsion of the Anglo-Japanese alliance, Japan, although she was not then anti-German, took away from Germany Kiaochow and its surrounding territory; the City of Tsingtao and the German railroad from Tsingtao to Tsinanfu. The formal demand on Germany which preceded the taking of Kiaochow was accompanied by the declaration that if Germany surrendered these parts of the Shantung province Japan would restore all to China.

I haven't time to state the reasons why Japan has not restored Shantung to China. If I had the time I am not sure I could make a clear statement of those reasons. They were elucidated to me with some care and I presume it is my own fault that I never arrived at a satisfactory understanding of just what the reasons are. I should therefore have difficulty in making you understand.

I digress again to say that the Osaka audience, to which I have already referred, was equally displeased when on that same occasion I said the average American citizen could not understand why Japan, if she meant to restore Shantung to China, did not do so at once.

With this hurried sketch of the recent past I now return to some of the other outlines that may be stated without fear of contradiction.

Japan says she is over-populated; statistics support that claim. She is certainly densely populated when her arable land is considered; and she is prolific almost beyond belief. What is she to do? Does she really face starvation unless she can get an outlet for her surplus population? No hurried journey through Japan qualifies me, or any man, to answer that question satisfactorily. It is certain that Hokkaido, the northern island, is not densely populated. Neither is Formosa. Neither is Korea. But this is the fundamental fact to which Japan points for justification in her attitude toward China, Manchuria Mongolia and Siberia. Review the existing status:

In addition to her old empire Japan now has Formosa and Korea. She has, and has had for nine years, a body of troops and now has a big wireless station at Hankow, nearly 600 miles up the Yangtsze River. The Yangtsze River is to China what the Mississippi would be to the United States if its mouth were in the harbor of New York.

Those Japanese troops were landed, as I was informed, after a conference between the Japanese, American and British naval commanders at Hankow, in which it was decided that a landing was not necessary. Without further consultation, Japan landed troops the next morning and they have remained to this hour.

HOLDINGS IN SHANTUNG

She has Kiaochow Bay, the city of Tsingtao and the German railway from Tsingtao to Tsinanfu, with a big wireless station at Tsinanfu and permanent barracks. She has troops along the whole line of that road in barracks, which Germany never had. She has troops at points on the railroad from Peking to Mukden. This is noticeable at Shanhaikwan, where the Great Wall runs into the sea. The Japanese flag flies over the railroad station at that point. Then, of course, she holds Port Arthur and Dairen. She controls the South Manchurian Railway, and Mukden, in Manchuria, is practically a Japanese city, and a very modern, up-to-date place, too. She owns Korea. She is in Vladivostok. She has taken over Nikolaievsk, where her soldiers and people to the number of 700 were recently killed with unspeakable ferocity by the so-called Partisans.

She is reported to have troops in the north part of Saghalien. She has a large body of troops in Siberia, 1,000 miles inland. She has troops in Mongolia. Her enemies say that she is seeking control of the Chinese Eastern Railway; that she has nearly achieved that control; that the methods of that achievement will not bear investigation.

Visualise the coast of Asia from Formosa to the Sea of Okhotsk and you will quickly see what a powerful naval and military position Japan holds in the East. These are facts. I am not now discussing Japan's motives nor her purposes. Behind all is the Anglo-Japanese alliance—at present seemingly a little uncertain of its future.

Broadly speaking, the situation is this: On the one hand China, like a great whale floundering politically in shallow water and helpless. When I say China, I include Mongolia and Manchuria, which are still supposed to be a part of that unhappy country. And with China include Siberia—a prey to active anarchy, bandit-ridden, Bolshevist cursed.

On the other hand, we have Japan—a compact, probably over-populated, highly organised, ambitious, efficient and militaristic empire.

With the exception of Weihaiwei, she owns or practically controls all the seacoast for the thousands of miles that stretch between Hongkong and Kamchatka. She has troops in the interior of China and in the very heart of Siberia. She claims to be faced with starvation if she does not secure more territory. "Bushido teaches us," said a prominent Japanese gentleman to me, "that it is better to die with our swords in our hands than to die by starvation." She is driven by her fear of starvation; tempted by the vast material resources of helpless China; controlled, in the last analysis, by her militarists. I ask you, what is likely to happen under such conditions? One needs to attribute to the Japanese no unworthy purposes, no really sinister motives, to make a forecast. Isn't she likely to do what other and so-called Christian nations have done under like conditions? And if she undertakes it, who or what, except her own mistakes, is to stop her?

WHY JAPAN DOESN'T LEAD

And just here Japan seems to me to be in danger of a vast failure. Unless he creates a different status for herself in the Orient; unless she wins moral as well as political and industrial leadership, she cannot, notwithstanding her superiority otherwise, lead Asia; she cannot achieve that splendid destiny which was possible when she answered Perry's call.

She has as yet utterly failed to win that leadership. That is not an opinion; it is a fact so obvious that even the hurried traveler cannot well go wrong. If he sees China and Korea as well as Japan. Her task was and is a very difficult one. It was extremely difficult in Korea, and after ten years she has morally lost ground there. She has not progressed in Formosa. She has incurred the outspoken enmity of practically all Americans and English resident in China, and of most of those resident in Japan. She has incurred the implacable hatred and fear of all patriotic Chinese. She is now in desperate financial and industrial straits at home. She has an anti-militaristic party, which takes itself rather seriously, but is not, in my opinion—and that is only an opinion—of any particular importance as yet.

I disagree utterly with one of my associates in the group which visited Japan in April and May who is reported to have stated that Japan will be as democratic as we are inside twenty years.

That the adoption of many phases of Western civilisation has powerfully influenced Japan is certain; it is equally certain that that influence will continue. It is no reflection on Japan to say that, notwithstanding that influence, Japan is still Japan: the Japan that has kept her individuality for more than 2,500 years; the Japan of Hideyoshi, as well as the Japan that restored the Emperor in 1868; the Japan of Yamagata as well as the Japan of Shibusawa and Kaneko.

JAPAN CHARACTERISTICS

The Japanese naturally have a marked affection for the American people. Above the name of any other foreigner they place the name of Townshend Harris.

They are proud, sensitive, hospitable, polite, ambitious, and cruel on occasion.

They are Orientals, and can never—and if they could, would never—be anything else. They do not think as we do—which is not saying that they think less effectively.

The rule of "put yourself in his place" is a good one to follow in trying to understand Japan.

Twice in twenty-six years she has had to fight for her existence, not including her part in the World War.

That what happens to China is of supreme importance to Japan was conceded in the Lansing-Ishii notes.

Consider the game of grab that has menaced her all through the period since the Restoration: Russia always crowding from the north; France pushing up from the south; England at Hongkong in the Yangtsze, and finally in possession of Weihaiwei; Belgium always secretly playing Russia's game; Germany in Shantung. The brutal "twenty-one demands" always seemed to me quite as much a notice to the other powers as it was an invasion of Chinese sovereignty. It is easy to say that Japan ought not to be in Hankow, nor in Shantung, nor in Manchuria, nor in Siberia. But if the whale floundering in shallow water is to be torn into bits by sharks, Japan's very existence depends on what she gets.

Moreover, Japan is taking a long look ahead; she is afraid of what Germany may do in Russia of the recrudescence, in a more terrible form, of the power that menaced her so long.

All these considerations add powerfully to the arguments of the militarists—arguments that run along that indeterminate line which so easily confuses patriotism and aggression.

Just now Japan is being lashed into a fury by the militarists on account of the Nikolaievsk massacre. He would be a bold man who prophesied the final issue of Japan's incursion into Siberia. Japan believes she must expand territorially or starve; but she has shown none of the genius of the British in colonisation, and without that her problem is terribly complex and dangerous. When her people go to a country which she does not control they are seldom welcome. When they go to countries which she does control, they and she are about equally unwelcome. She is drifting into a condition of isolation.

Let us remember, too, that in this Japan is not singular. When we entered the World War, or account of the way we did it, we presented a figure as splendid as Sir Galahad. We were the moral leaders of the world. But now in a world demoralised by war crushed by debt, chaotic in its finances, prostrate over great areas in its industries, controlled by the laws of national advantage, we seem to have been not a Sir Galahad, but a Don Quixote charging windmills. In such times as these a nation may lose its friends and commit no fault. I do not criticise Japan when I say that she is incapable of playing the role of Sir Galahad; I compliment her when I say that she is not likely to assume the role of Don Quixote.

She is Oriental, and, led by her militarists, is capable of extreme action without regard to consequences.

She is unquestionably the political, the industrial, and the intellectual leader of Asia. But I repeat, she has not yet won that moral leadership essential to real success. When I say, as I do that I believe she will ultimately achieve that leadership, I realize that my conclusion may finally seem as foolish as the belief of the Turk that he had rescued the moon from the well and put it back in the sky.

I was a friend of Japan when I sailed. I return a friend. This is said not because it is a matter of any importance to Japan, but merely to give you my reaction after seeing Japan and China and Korea and talking with many who are anti-Japanese.

CONCLUSIONS ON FAR EAST

Certain impressions stand out clearly: First—I believe Japan will make almost any concession in the matter of emigration to this country in order to secure an agreement with our Federal Government which will not compromise her self-respect.

Second—Irrespective of whether her motives are sound or sinister, I believe she has made a grave mistake in her adventure in Siberia.

Third—While I understand and in a measure sympathise with her reluctance in surrendering any part of the powerful position she has won in Shantung, I believe she has lost morally more than she now understands in her attitude toward that problem.

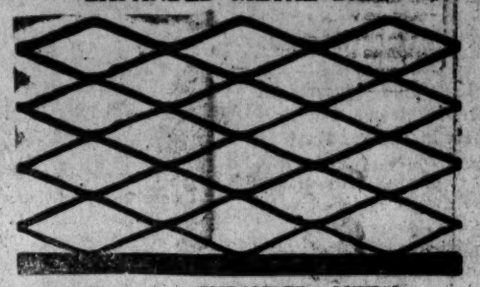
Fourth—I know she has made grave mistakes in Korea. Her leading citizens admit that. I believe she is making some progress there now under the leadership of Governor General Saito.

I have, and therefore can give you, no clear impression of her

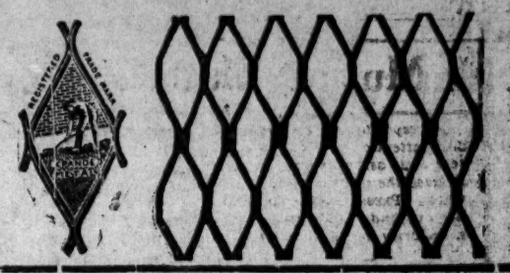
(Continued on Page 18)

INDENTED SQUARE BAR. INDENTED ROUND BAR.

EXPANDED METAL BAR.



"BB" EXPANDED METAL DIAMOND MESH LATHING



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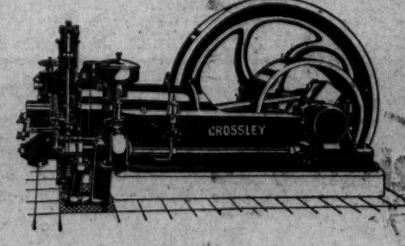

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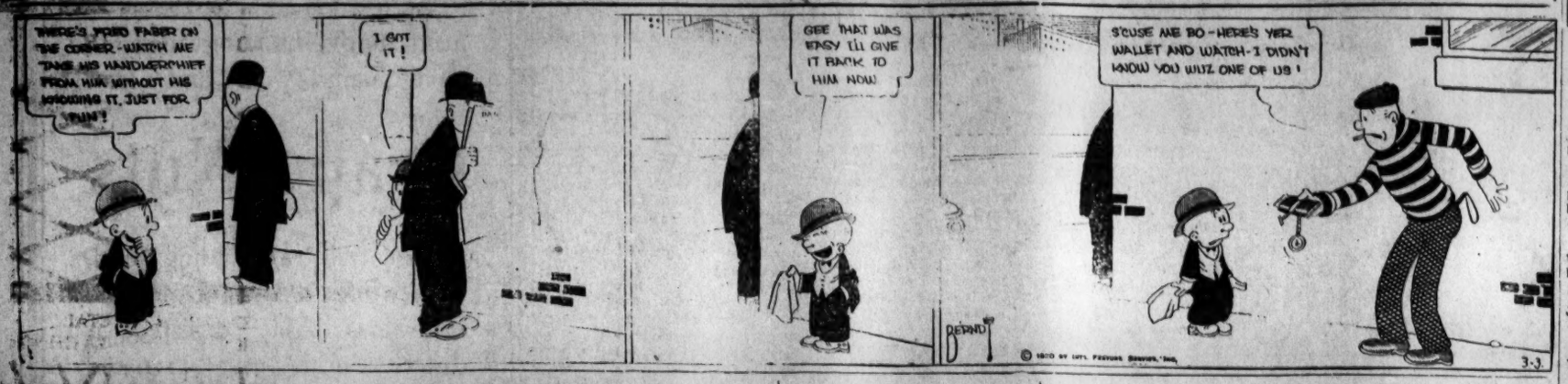
WHERE'S YORE FABER ON THE CORNER-WATCH ME TAKE HIS HANDKERCHIEF FROM HIM WITHOUT HIS KNOWING IT, JUST FOR FUN!
I GOT IT!
GEE THAT WAS EASY I'LL GIVE IT BACK TO HIM NOW
'SCUSE ME BO-HERE'S YER WALLET AND WATCH-I DIDN'T KNOW YOU WUZ ONE OF US!
BERNDT
3-3

Musical Matters -:- By Ronald B. Hurry

Correspondents wishing to draw attention to Musical Matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

Mrs. [illegible] J. Davies' enquiry (Tsinan, Shantung) received.

Ans.—Nearly the whole of these works must be ordered from publishers in America or England. Details next week.

* * *

A correspondent sends suggestions for the local performance of choral works. He evidently knows something of past efforts in this direction in Shanghai. He says: "Securing a good conductor for choral works will only be a difficulty so long as you have nothing but vague propositions to put to him; whereas if those interested would come forward with definite offers of assistance in finance, management, secretarial duties, etc., a good conductor would readily accept for the purely musical work of rehearsals and performance."

That is certainly the point. Much more than musical responsibility has fallen to the lot of local conductors in the past. The whole burden of starting and maintaining an organisation cannot be thrust on the shoulders of a musical director.

* * *

In other countries, Education authorities lend their moral and material support to the efforts of societies of singers with worthy aims.

My correspondent is, of course, aware that from the moment a choral society begins rehearsal with any idea of public performance, it has to consider what its accompaniments are to consist of. Choral works, other than the pure madrigal and part-song, require an orchestra of some sort for their proper performance. The players in this orchestra will mostly not be amateur. Here is further expense—a matter which the conductor has firmly at the back of his mind when he listens to vague suggestions to "start doing something."

* * *

For an amateur organisation, unassisted, concerts of good music will be very expensive to give, and a great deal of hard work has to be put in by someone or other if such concerts are to avoid financial disaster.

Compare, for a moment, the expenses of two exactly similar concerts for chorus and orchestra; the first, run by an amateur body, and the second, supported and run in connection with the Municipal Council's series of Band Concerts: The amateurs have completed their rehearsals and are ready to perform. They have now to face engagements of a professional orchestra, the hire of a hall, advertising costs, and some other quite considerable expenses. The same people, under Council auspices, give their services free (to the Council) whilst the band and hall are given (at the public expense) as in the case of the regular band concerts.

The former concert will need quite a large guarantee fund, whilst the latter—with precisely the same vocal and instrumental forces employed—need cost not a penny more than any of the ordinary Sunday concerts in the Town Hall.

All this is quite apart from the huge expenditure of private effort which the amateurs' concert entails. Such performances are a public need, and should have public support.

* * *

It is merely a matter of history that the Philharmonic Society of Shanghai was, in fact, actually "smashed" in this way—by the (then) Municipal conductor inviting amateur assistance for concerts consisting precisely of the same forces as the Philharmonic had assembled, at an expense to the society of something like $1,000 a concert. (Of course the amateurs recovered a good deal of this from the sale of tickets). It must be recognised that good concerts for chorus and orchestra should no more be expected to 'pay' than Education Departments or a hundred other things, which have the betterment of the public and its citizens for their object. The return is there, but not in coin.

Perhaps there is someone in the Council, either on the Committee of Education or on that of the Band, who shares something of this view of music and public concerts.

* * *

My correspondent is most likely correct in supposing that there will be no great rush of first-class musicians to assume very serious burdens in addition to their ordinary work until there is something more than a reported rush of enthusiasm (or is it only ink?) on the part of a few fertile brains whose energy is exhausted with the birth of rosy propositions. Something in the way of extended effort and hard work must be forthcoming, to bring a healthy musical plant to life and activity; less talk of "war strain" and of the need for the movie and jazz as amusements for people of education and taste, too.

Lastly, it must be pointed out, without bitterness, that there is not the paint-and-costume attraction in choral music. Every member of a chorus is an impersonal entity whose presence is unobtrusive, and whose reward is in the enjoyment of music which, from the platform, he can scarcely estimate in its ensemble but to which he is, or should be an indispensable contributor. Modern choral music deals with tonal effects undreamed of in the ancient oratorio, cantata, and modern musical comedy chorus. We have passed through the stage—it is to be hoped—when the idea of a choral class was approached with the intention of giving an opportunity for vocalists of more energy than sensibility to "have a good sing."

* * *

In the ordinary way we should not look to a funny story competition to supply us with the material for much reform in music for public worship. A prize of two guineas is offered by Saturday Westminister Gazette for the best funny story with a "Defence" written by the sender; here is one of the winners.

THE CLERGYMAN AND THE ORGANIST

Introductory: Scene 1

(Evensong in an Oxford College Chapel, renowned for its musical services).

Elderly country clergyman, standing in ante-chapel, persists, throughout the chanting of the psalms, in bawling the air of the chant an octave lower. The organist leaves his pupil to play, and, advancing to the west of the organ-loft, attracts the attention of the clergyman, and motions him to be silent, but without success. Relinquishing the unequal contest, the organist shakes his fist at the clergyman, and disappears.

The "Story:" Scene 2

(In the "High," after service).

Organist (in pursuit): "Sir, how dared you interrupt my service in the way you persisted in doing?"

Clergyman (with some dignity): "Sir, I do not know who you may be, but let me tell you that nobody shall deter me from singing praises in the House of God."

Organist: "'House of God,' Sir, 'House of God'? It's no such thing! It's a private chapel."

THE "DEFENCE"

Without claiming the above as "the best of all known good tales," one may regard it as not only *ben trovato*, but as both substantially and circumstantially true. The sequel is also instructive. Shortly afterwards, the College authorities placed a notice in the ante-chapel requesting visitors to "join *silently*" in the service.

The story illustrates, not inaptly, the sharp distinction between the clerical and the musical standpoints, which is apparent enough. The real, inward distinction to be drawn from it is that between the parochial type of service and the cathedral or collegiate type. The former should be congregational, the latter contemplative. The sequel shows the honors of war to have rested with the organist. Had the environment been that of a parish church, one's sympathies would have been with the clergyman. The average man is not musical, or, at best, semi-musical. Still, he likes to sing in church, and chants and hymn-tunes should be chosen which are not "caviare to the general."

The average organist is a terrible person, and the average clergyman is made to match him. While that most popular of hymnals which has (speaking musically only) too long dominated the Church retains its vogue, one despairs of any real improvement in hymn-singing. There are, however, hopeful signs that this domination is drawing to a close.

Per Contra: When one visits St. Paul's, or the Abbey, or some country cathedral, one is surely entitled to listen to the psalm-chanting, without having one's devotions disturbed by some zealous bawler—I had almost written brawler—usually, I fear, in Holy Orders. These gentlemen should cultivate the grace of hearing, and learn that there is a passive as well as an active side to worship. The devout musical worshipper, in cathedrals, asks to be let alone, to draw his own inspiration from the Songs of David and Our Lady and St. Simeon; from the anthem, and even from the "involuntary" (a servant's delightful word), *pace* your pedantic drill-sergeant's theory that everybody should be doing the same thing at once.

W. D. T.

The Chapel of the story is generally understood to be Magdalen, and the organist, Dr. Varley Roberts. At any rate Magdalen had the notice requesting visitors to join in worship *in silence*.

Comment would only spoil W. D. T.'s excellent "defence." For me however, the story itself would be funnier if the words "It's no such thing" had been omitted, as the humor consists in the rapidity of the contrast and the brevity of its expression.

Camping With A Purpose

BY DR. WM. A. McKEEVER

(Professor in the University of Kansas and an Educator of Nation-Wide Repute)

At Boise, Idaho, I have found a camping program for Boy Scouts so nearly ideal that it is worthy of commendation to the entire country. A hundred miles from home and at the edge of a beautiful lake among the hills you will find the charming camp scene, where boating, swimming, hiking, camp-fire activities and the typical stunts may all contribute a valuable part of the two weeks' outing.

"It should plainly be understood that the purpose of the camp is not recreation alone, but intensive scout training through the medium of a progressive educational program," it is stated.

Every boy is required to take a physical examination before leaving for the camp, and he must go prepared to live a complete physical life while there, in accordance with a fixed daily schedule—first call, assembly, flag raising, meals, camp duties, scouting, instruction, hikes, taps, etc.—Also, the strictest rules of health and sanitation are observed, as, daily calisthenics, care of teeth, personal tidiness, camp sanitation and guard duty. No boy is permitted to leave camp for any irregular affair. Each must wash his own clothing, help clean up the camp and perform a part of the other necessary work, except the preparation of meals.

The moral and spiritual discipline of this Western camp is also most significant. No boy touches tobacco spends more than ten cents per day at the canteen. All must learn to enjoy the jests, bantering and innocent pranks aimed at them, and they are shown how consciously to apply every rule in the Scout code to the activities of the camp period.

Finally, the religious element of boy life is here most carefully provided for. Sunday is observed in a fitting manner, separate religious services being held for Catholics, Protestants, Hebrews and Christian Scientists, under the leadership of men of their respective faiths.

Now I wish something like this Boise plan could be standardised for the Scouts everywhere. Too often the boys' camps are a matter of mere fun and rough hilarity, and without even the sign of a constructive aim. But here we have a veritable whole life plan for Summer training and discipline.

To provide strictly that every boy of Scout age have regularly such a charming course of training would relieve the typical school vacation period of nearly all its detrimental effects and would prove at length a most powerful factor in the strengthening of the manhood of the nation.

I appeal to scout executives and masters everywhere to study this Boise program most carefully and to emulate its very high ideals.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 26, 1920

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg
TODAY							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
TOMORROW							
Hongkong and Canton	Chenan	9.00	..	..	..	..	8.30
Hongkong	do	..	9.00	..	..	..	..
Japan, Honolulu, Canada, U.S.A. & Europe via U.S.A.	China	..	14.00	..	..	..	13.30
Vladivostok & Siberia	Via P. & H.	17.30					17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan, H'lulu, Canada, U.S.A. & Europe	China	16.00	..	..	..	..	15.30
Japan Ports	Penza	14.00	14.00	..	..	..	13.30
Nagasaki, Kobe, Yhama, H'lulu, Canada, U. S. A. & Europe	China		..	17.30	..	..	17.00
V'stok and Siberia via Pukow & Harbin (Daily expect Sunday)	Train			..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, September 28.							
Hongkong, Straits, India & Europe via Suez	Hungaria	17.00	..	..	..	..	16.30
Java Ports	Omi M.	..	17.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
S'tow, H'kong & C'ton	Hangsang	21.00	..	..	..	..	21.00
Swatow & Hongkong	do	..	17.00	..	..	..	..
Wenchow	Haean	21.00	..	..	..	..	21.00
Foochow	Feiching	21.00	..	..	..	..	21.00
Amoy, H'kong & C'ton	Kwangtah	21.00	..	..	..	..	21.00
Japan Ports	Omi Maru	19.00	..	..	..	..	18.30
Wednesday, September 29.							
W'wei, C'foo, and T'tsin.	Tungchow	..	9.00	..	..	..	..
Weihaiwei and Chefoo	Tungchow	9.00	..	..	..	..	8.30
W'wei, C'foo & T'tsin	Kingsing	..	11.00	..	..	..	..
Amoy	Chinkiang		11.00				
Thursday, Sepetmber 30.							
Amoy and Hongkong	Sunning	..	11.00	..	..	..	..
Amoy, H'kong & C'ton	Sunning	11.00	..	..	..	..	10.30
Friday, October 1.							
Swatow and Hongkong	Tean	..	17.00	..	..	..	..
Saturday, October 2.							
W'wei, C'foo & T'tsin	Shuntien	..	9.00	..	..	..	..

B Letters and boxes with declared value at 7:30 p.m. Parcels at 4 p.m. and money orders at 3 p.m.

E Registered articles at 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tsingtao, Tientsin, Peking, etc.

a.—at 21 for S. N. R. 23 o'clock train

b.—at 7 for S. N. R. 7:55 o'clock train

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A Day With Harding

(Continued from Page 16)

wanted to marshal all of our forces, and resources under the supreme authority, but we are at peace today, actual peace, though not formally proclaimed, and we need the restoration of a constitutional Government quite as much as we need the restoration of the stable ways of peace.

"If a Republican Administration is chosen next November, you can be very certain that the Senate, theoretically, if not actually, composed of ninety-six leading men of the Republic, will have something to say about the foreign relations as the Constitution contemplates.

"There was exceptional wisdom in the fathers providing that the Senate must sanction by a two-thirds vote every foreign covenant. The early patriots were not content that a mere majority control, which might be wholly partisan, should give to the Executive the right to enter into treaties with foreign nations. A mere majority might surrender to the personality or to the partisan aims of an Executive who happened to be in political accord, but there could be no possibility of a hasty decision when two-thirds of the Senate must give its consent. The League covenant was written and negotiated in the mistaken belief that a majority could not even amend.

"In the two-thirds vote to ratify was the supreme wisdom of the founders, because in all the previous history of the world the conflicts between nations usually had their beginning in the ambition of the ruling head of Government.

PREFERS SENATE ADVICE

"Still another safeguard was provided in making it necessary for all appropriations to originate in the Lower House of Congress. I do not know that there is an instance in our history where the House has declined to appropriate money to make good a contract between our own and any foreign Government, but literally, and constitutionally, the House has the power to defeat the fulfillment of any compact which involves any expenditure. There has been no failure on the part of the House, because that body joins the Senate in the abiding policy of committing this republic to fidelity of contract. If we failed to keep any covenant we should be held in contempt throughout the world.

"This thought may well be applied to the proposal that this republic can subscribe to Article X. and enter into the League of Nations and submit to the rule of a Council of Foreign Powers, on the theory that only Congress can make the declaration of war. It is true that only Congress can make the declaration, just as it is true that only Congress can make an appropriation of money to carry out a covenant with a foreign power, but if this nation agrees to accept the decision of a foreign council, then we should be guilty of a bad faith, utterly unbecoming of this republic, if Congress did not keep the compact and provide for the warfare which the Foreign Council has ordered. I would think it much better to hold aloof from international relationship than stamp that relationship with perfidy from the very beginning. If the obligation is one of contract, we will keep it; if it is a moral obligation, we must keep it.

"I want America to understand that a Republican Administration stands unalterably, avowedly and proudly for constitutional Government with the recognised and sustained powers of the legislative and judicial branches of the Government as well that of the executive.

"I want members of the House to feel themselves a part of the Republican Administration, seeking to serve the interests of all people of our common country. I want members of the Senate to understand, and the public to know, that the Senate has its functions to perform, in making good the plight of faith in the Republican platform and the fulfillment of promises to the American people.

"I had rather have the counsel of the Senate than all the political bosses in any part of America. Under the Constitution, the Senate must advise and consent to all important appointments made by the Executive. I don't think we have lived up to the Constitution in this matter in recent years.

"The tendency has been for the Executive to arrogate to himself all the powers of Government. Maybe it is old-fashioned to get back to the Constitution, but I can well believe it will be a wholesome change from the conditions we are experiencing at the present time.

PARTY SPONSORSHIP

"I have said something heretofore about party sponsorship in government. I do not think any intelligent person can have misconstrued my meaning. When I speak of party sponsorship I mean that sponsorship which belongs to a political party for the determination of policies and the fixing of programs for the highest service to the American people. I want to have done with personal government in this country. I want to put an end to autocracy, which has been reared in the name of democracy. I want a Government of laws rather than of men.

"I want representative popular government in fact, not merely in name. I want an end to dictation in America and, the resumption of the rule of dependable public opinion, uttered through the representatives of the people chosen for that explicit purpose.

"There has been a fevered tendency of humanity in recent years to completely alter everything which has gone before. We have that new cult in American politics which proclaims everything that is, is bad, and suggests that everything that is to be will be divine.

"We had a period of popular resentment of the existence of our courts and for a time there was a suggestion that we should submit their decisions to popular sanction, else they should not abide. There isn't very much choice between venomous assault on the integrity of the courts and the momentary clamor about eliminating the Senate from the responsibility in Federal Government.

"I do not know whether the idea is one imported from the Peace Council at Paris, or whether it is a reflex of the mob mentality which has broken out in revolution in various places in Europe. Our business is to hold America stable. Our task is to preserve popular, representative constitutional government in America.

"The particular task of the Republican Party is to appeal to the confidence of the people of this Republic and to assure them that if we are returned to power we mean to restore the exercise of the fullness of rights to the various branches of the Government, and not make America the pawn of an individual or the plaything of a party, or the plunder of the profiteers, who were developed under the rule of that party which now inveighs most loudly against them.

"Americans want the assurance of tranquility and safety. They want to dwell in peace at home and know only friendly relations with all our neighbors throughout the world. They want a fair chance for every man and woman in this Republic, and they want that fair chance amid conditions which promise that men may achieve and be rewarded as they merit it. No one worth while in America wants the adoption of anything approximating the rule of ruin in Russia, or the impractical things of the well-meaning dreamer at home."

GREETS CIVIL WAR VETERANS

Forty grizzled civil war veterans, each wearing a badge inscribed "Hardin County Soldiers '61 to '63" climbed the front porch to meet Senator Harding this morning.

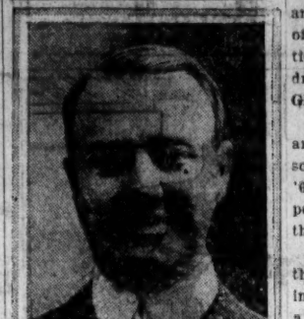
"If I am elected President of the United States, and it is within my power, there will never be a surrender of that which you have handed down to the generation of today," Senator Harding told the veterans.

"You didn't enter the war to free the slave, although that was a becoming idea. You didn't go to war because you hated any group in the South or to establish any new conception of justice, but you entered the conflict because you found the Union was threatened; you went to save the Union and nationality.

"There has been a variety of opinions as to why your grandsons went to war. Your sons went to war with Spain for humanity. Some have said that your grandsons went to war for democracy and some that they went forth to insure that there would be no more wars in the future. If we went to war for democracy, shouldn't we have gone in when it first started? And if we went to war to insure that there would be no more wars, shouldn't we have gone in before so many millions had been sacrificed?

"The simple truth is that your grandsons went to war when Congress made the declaration because our nationality and rights had been threatened. Then it was possible to call the sons of America to battle."

At Democratic New York State Convention



Lieutenant-Governor Harry C. Walker, of Broome, who was designated the Democratic candidate for the nomination for United States Senator at the unofficial New York State Democratic Convention. Governor Alfred E. Smith, of New York, was unanimously acclaimed for renomination by the convention. This photograph of Lieutenant-Governor Walker was made at Saratoga during the convention.

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77 ROUTE VALLON

Japan, Life At Stake, Fails Of Far East Ambition

(Continued from Page 16)

real purposes otherwise in China. I can tell you some of the things her enemies allege. They say that Peking is already ruled from Tokio; that Japan has loaned money to both warring factions in China in order to keep that country divided and impotent. The charge is made that the Chinese Congress is controlled by the Anfu Club, and the Anfu Club is controlled by the Japanese. I was advised to get out of China with reasonable speed, because the Japanese influence was about to drive President Hsu Shih-chang out of office and put another, more amenable to Japanese purposes, in his place. A Honolulu newspaper of July 10 said the revolution had begun, and the newspaper used the name of the very man ticketed, as I was told, to succeed President Hsu. Nevertheless, I remain a friend of Japan. If men abandoned their friends because they made mistakes, what would become of friendship?

DEFINITE POLICY NEEDED

I remain profoundly sympathetic to Japan, which faces one of the most complex problems conceivable, the sound solution of which involves not only her future but the peace of the world. I am not convinced that she is moved by unsound or unworthy motives. Her danger lies in her militarists. If she is led by them, as Germany was, she will fail disastrously, and in much the same way that Germany failed. If she follows her Shibusawas and her Kanekos—and she has none too many of them, nor has any people—she will win morally and win finally.

Meantime it should be our part to help as we can a sorely burdened people; to be patient; to ascertain the truth and not be rushed by demagogues. I do not believe in any thories of assimilation, here or there; we shall start right if we frankly recognise the impossibility of that. The militarists and the yellow press of Japan—a press so yellow that it makes our yellow look like snowflakes—insist that we are a militaristic people; that we intend to annex Asia. Remember, there is no public opinion in Japan as we understand it, nor, as we understand it, a free press. The material for a conflagration exists there, and it is very inflammable in spots.

If we are to help Japan in the achievement of the high destiny to which we summoned her in 1853, if we are to utilise a proper share of the business opportunities that lie in the East, we must have a definite policy declared from Washington and adhered to. We must not, for example, adopt dollar diplomacy today; abandon it tomorrow and try to re-establish it the day following.

If we stand for the open door, we must stand for it, and at least be intelligent enough to know when that door has been slammed shut.

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WAR CAUSED BY UNBALANCED AIMS

Italian Historian Comments On New Study Of The Equilibrium Of Nations

BY GUGLIELMO FERRERO
(Famous Italian Historian)

Rome, August 16.—The modern man is so much in need of nursing illusions in regard to the present and the future that he tries to see a hidden promise of order and future felicity even in chaos itself. For the past century philosophers have been wasting their time and their eyesight trying to decipher the difficult writing of the puzzling promise.

This thought returned to my mind when I was reading Filippo Carli's just published voluminous study of the Equilibrium of the Nations (L'equilibrio delle Nazioni, Zanichelli, Bologne). There are few writers who have made a greater effort to find at least some ultimate order in the chaos of our days, some goal that is at the same time a law of nature and an ideal of the soul. Carli has brought to this work a wide and varied culture that is seldom found in any writer nowadays, and a mind that is restless and insatiable in research, tenacious in penetrating the obscurest depths and well disciplined in the double labor of analysis and synthesis. His style is sometimes a little heavy in consequence of the scientific jargon and a certain emphasis, but is nearly always clear and vivid and efficacious. And now let us see in how far he has succeeded in his undertaking.

DIFFICULT TASK

It is not an easy task to give a brief and clear exposition of a doctrine which is complex, and in many parts difficult and obscure. Carli starts from that new thought direction which, even in physical science, has substituted a kinetic notion for the old static notion of equilibrium.

Applying the doctrine to States and peoples, Carli conceives history as an eternal and continuous balancing, between class and class and between nation and nation, of vital forces, whose energy is diverse from one class to another. When this balancing with uniform variations becomes impossible for the reasons that Carli has sought for at great length, we have a want of equilibrium; that is to say, an irregular and violent balancing—revolution and war.

The vital forces of history, which give birth sometimes to a kinetic equilibrium and sometimes to a violent want of equilibrium, are, according to Carli, increase of population, faith in the possibilities of the future, the inventive process, that is to say, those forces by which man amplifies his dominion over nature, increasing his knowledge and his wealth.

DWELLS ON WAR

The world's war is, therefore, for Carli, the greatest want of equilibrium in history. In the last part of his long book Carli dwells at length on the war and its causes and consequences. The state of Europe before the war is studied with much acumen and profundity, although in my opinion, at least, his research does not reach the bottom root of the evil. These long considerations of Carli's will be read with profit by those who are inclined to take too simple a view of things—pro-Germans or anti-Germans, Socialists or their enemies—and who are so easily convinced that in regard to the terrible events of these last years they know all that there is to be known and all that is necessary for passing judgment.

This is the bare summary of a work whose sin is rather a too great abundance than a dry poverty of facts and ideas. I beg both author and readers to pardon me if I have been unable to do more or to do better, but apart from anything else, I wanted to reserve a small amount of space for some consideration, which perhaps, may have value. With a good deal of courage, Carli has had recourse to almost every known science in order to find the explanation and justification of the tempestuous movement in contemporay civilisation.

But is he quite sure that he has not numbered among the eternal forces of history certain passions which have made their appearance in the history of Western civilisation for sometime past like moving spirits of the masses and the elites, but which, like so many other passions which were once all powerful over the mind of men, will one day disappear without leaving anything but a dim and distorted memory behind them?

DOCTRINE OF PROGRESS

I allude to what Carli calls the faith in future possibilities and the inventive process; or, in ordinary languages, the faith and doctrine of progress.

On this point it seems to me that Carli goes with the Socialists, or rather with the disciples of historical materialism, who declare that the need and ambition of perfecting the instruments is the first motive power of history. But it is undoubtedly the case that it was only in the XVII. Century and in Europe that men began seriously to torture their brains with the manufacture of instruments that should be more powerful than those that they had used for so many centuries, and to discover low down on the horizon the luminous mirage of progress. Up to the Sixth Century the improvements and inventions in this line were so slow and so rare that it is difficult, and in some instances outright impossible to write a history of industry and the industrial arts.

STARTED IN SIXTH CENTURY

Up to the Sixth Century men had been educated not to believe in the possibility of human genius, but to doubt the future, to admire the antique, simply because it was antique, as being better than the new. And it was in the Sixth Century that that great historical movement began, slowly at first and then with greater rapidity, through which the States and social orders became by degrees pledged in a competition for power and wealth, which causes them both to hope and desire almost without limit.

It would appear, then, that Carli has endeavored to identify what is merely a historical phenomenon, great but recent, and like all historical phenomena, passing, with the eternal life of nations. The more I reflect on the past and present, the clearer it seems to me that, in its haste and fury to increase its wealth and its power over nature and over man, Western civilisation has unwillingly and unconsciously destroyed many of these sentiments and ideas in man without which no social order or government can stand for long.

IT'S A CENTURY OLD

The evil had been mature in Europe for a century past. The internal dislocation of European society was already complete at the end of the wars of the Revolution and the Empire. And the development of the big industry has made the evil irreparable. All the same, Europe has managed to drag on for a century, thanks to two complicated political system which succeeded one another with an interval of revolution and war. The first was the system of the Holy Alliance, which put an end to the revolution of '48. And the second was the system of alliance created by Bismarck round victorious Germany, which has been the framework of European order from 1871 to 1914. And how trustfully every statesman from Petrograd to Rome, from London, to Vienna, believed it eternal for more than forty years. But in spite of appearances, the system was so artificial, so contradictory and unstable, that one fine day the very people that had created it, to the infinite amazement and terror of all those governments and parties and classes and interests that had accustomed themselves to enjoy a secure order of things in its shadow.

And now Europe has become chaos.

AN ULTIMATUM

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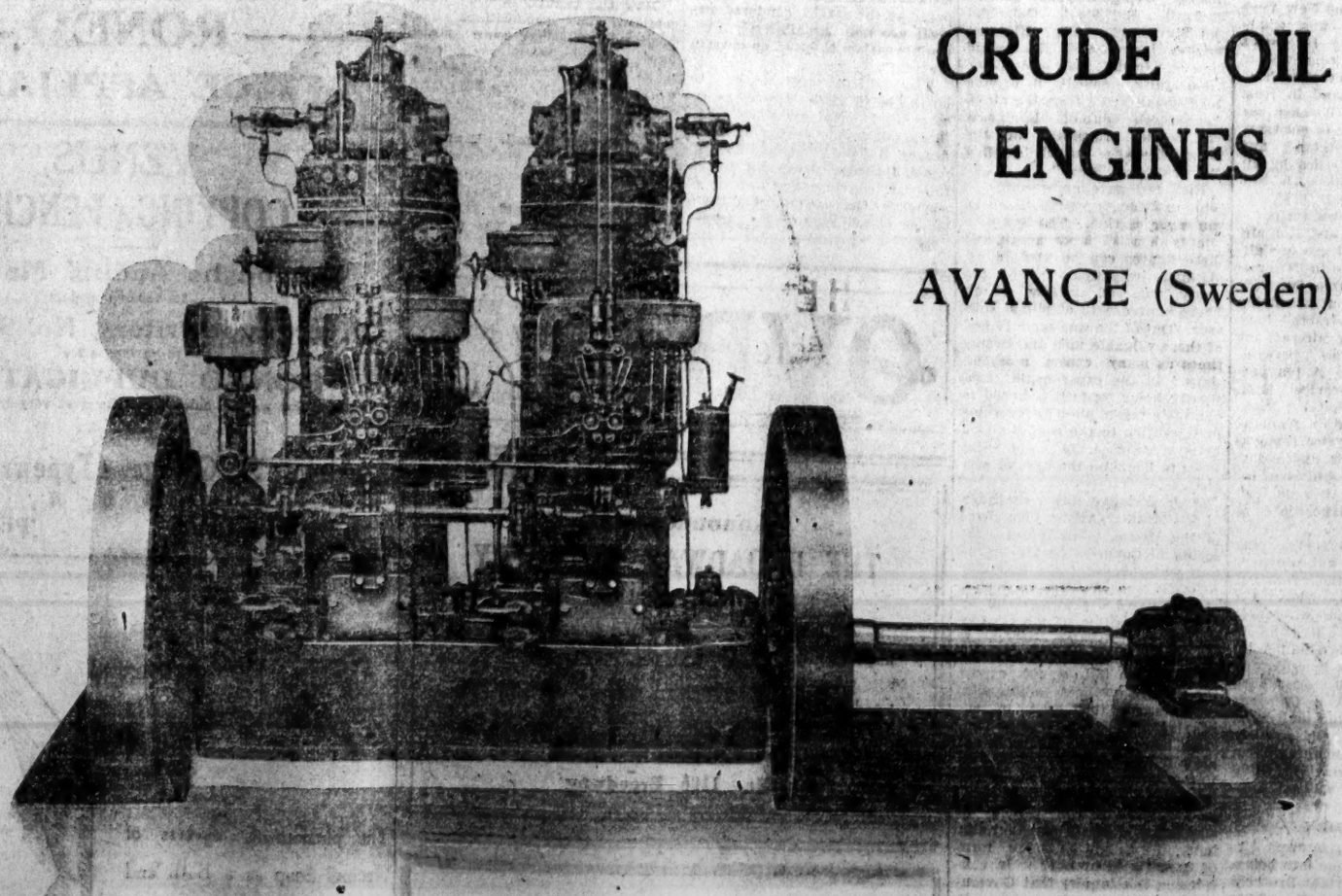
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Commercial Aviation Is Forging Ahead In America

Aerial Trade Routes In Actual Operation And Plans For Vast Expansion Attest New And Powerful Impetus

New York, July 25.—When the Senate on the closing day of its recent session failed to pass a bill protecting the airplane industry in the United States from an impending influx of war machines which England planned to dump on the market here at prices far below cost, the American manufacturers of aircraft, with huge factories, great personnel and a large stock of military planes on hand, felt that their future was well nigh hopeless. In spite of the encouragement of the Army, Navy and Post Office departments, the manufacturers in the pessimism seriously considered scrapping their plants. But a better feeling soon prevailed, growing out of the widespread interest of the American people in aircraft industry, and until the next session of Congress, when protection against foreign manufacturers who have bought up the accessory war plane material of England and other countries, it is hoped, will be afforded, they have protected themselves by seeking legal injunction.

A concrete case won out. The manufacturers asked for an injunction against the Interallied Aircraft Association of New York, which had imported two styles of post-war machines. The claim was made that this association had violated the Wright patents. The claim was acknowledged and the importing company agreed to pay damages in royalties on the twenty-eight planes already sold and on all others imported. The final decree was made perpetual by Judge Thomas I. Chatfield in the Brooklyn Federal Court. Under this legal victory and other compelling causes commercial aviation is slowly but steadily growing in this country.

LINKED BY AIR ROUTES

Already the great cities of the land are linked up by air routes as definitely as they are by railroads, and plans are being made in almost all sections of the country to weave the same invisible transportation lines wherever rapid communication by air and express mail is desirable. And that to a people so accessible to new benefits is everywhere.

Eight planes are in the air daily, flying 1,906 miles each day, carrying 2,100 pounds of first class mail, amounting to 84,000 letters. All this mail is advanced from 16 to 24 hours. The New York and Washington route was established May 15, 1918. It is 218 miles by air and a little more than 226 by rail. Letters by express train take from 5:57 to 6:20 hours and by the air route they take in transit from 2½ to 3 hours. The New York and Cleveland route was established July 1, 1919. It covers 410 miles by air, as compared to 620.64 by rail. One flies from New York to Cleveland in from 4½ to 5 hours, but it takes one 13:05 to 17:20 hours to get there by rail. The Cleveland and Chicago route, 325 miles by air and 340.28 by rail, takes 3½ to 4 hours by airplane and 6:55 to 10:30 hours by express train.

At present there are 150 airplanes in commercial use in California and fifty more in Oregon and Washington. One hundred and fifty or thereabout are flying in Texas, where contracts have recently been let for aircraft for transporting supplies between cities and oil fields. A ten passenger airplane service is in operation between San Francisco and Los Angeles and a seaplane mail and package service (express line) between Seattle and points in British Columbia will soon begin operation. Seattle, in fact aims to be the airplane center of the far West.

Bare instances are these, going to show that what was prophecy at the signing of the armistice, November 11, 1918, when the science of aeronautics was able to demonstrate what it could do in times of peace, is fulfilled today. Air routes are in operation from Washington to New York and from New York to Chicago; airships are conveying mail and parcel post from Chicago to Omaha and from Omaha to San Francisco. The year 1919-1920 passes into history as the beginning of the Flying Age.

ACTIVITY OF AIRMEN

In 1917 the Manufacturers Aircraft Association came into being. At that time the Wright Brothers and Curtiss held all rights to airplanes of any kind in this country. The manufacturers got together in constructive agreements. What they did under stress of war hardly needs recapitulation; what they are doing now is to increase and foster all American companies and bring them to a productive basis. From each of the companies in the association it draws a certain royalty from sales made by a company and it is further supported by assessments on its members.

In the association are the Wright Aeronautical Corporation (controlling the Wright Bros. patents) of Paterson, N. J.; the Curtiss Aeroplane and Motor Corporation of Garden City, L. I.; the L. W. F. Engine Company of College Point, L. I.; Aero Marine Plane and Motor Corporation, New York; Curtiss Engineering Corporation, New York; Burgess Company, Marblehead, Mass.; Boeing Airplane Company, Georgetown Station, Seattle; Dayton Wright Airplane Company, Dayton, Ohio; Gallaudet Aircraft Corporation, New York; Glenn L. Martin Company, Cleveland; Packard Motor Company, Detroit; Sturtevant Airplane Company, Framingham, Mass.; Thomas-Morse Aircraft Corporation, Ithaca, N. Y.; West Virginia Aircraft Corporation, Wheeling, W. Va.; Fisher Body Corporation, Detroit, and St. Louis Aircraft Corporation.

What work is this association engaged in now?

1.—Educating the public in values of aircraft, inclusive of lighter and heavier than aircraft, with measurements, motor efficiency, etc., and doing this by demonstrations of their speeds, by eliminating all "stunt" flying and flying in which enters an unnecessary element of danger, such as night flying or flying over terrain where there is no landing field.

2.—Working in connection with the Department of the Interior, Army, Navy and Post Office departments, State Governments, municipalities, chambers of commerce, boards of trade, flying clubs (which number nearly 100) for the passage of laws for travel in the air.

3.—Landing places. The public, individuals and municipalities have followed up the visits of aeroplanes by establishing in many instances the landing facilities which the presence of the machines proved to them were necessary. When the United States Air Service started out on its thousand miles mapping tour it made its own fields, and this boldness stimulated the interest which was necessary for their establishment. As flying grows there must be no lack of vigorous and comprehensive action which will give the planes air harbors. In the establishment of these landing fields every one can help.

4.—Experimenting with strictly commercial planes. This aircraft may be either light two passenger boats or large boats capable of carrying from ten to a score of passengers. The safety of either depends on the motor, and with this experiment is apt to go on indefinitely. At present the motors in favor are the Liberty, Wright-Hispano, Curtiss, Packard, Hall-Scott, Gallaudet and Sturtevant. The Hispano-Suiza which evolved the world famous "Spad," that proved so wonderfully efficient in driving the German flyers from the air in the western front of the great war, is the progenitor of the Wright-Hispano, which is called the American "Spad."

High test gasoline averages 8 cents to 21 cents per mile for each passenger carried. The pay of a pilot is about $500 per month, and these figures can be used in explaining why flying is as yet a costly way of getting about. There is no dearth of pilots, however. Out of the war came 10,000 of these valuable men and twenty times as many expert mechanicians. In the experiments constantly being made it is hoped to put the aircraft pilot in favorable juxtaposition to the engineer of a flying express train, who also holds in his hand the lives of people.

Representative Kahn, chairman of the Military Affairs Committee of the House, introduced last spring in Congress an air service bill, which brought the following remarks from William V. Rooker of Indianapolis, chairman of a special committee of the American Bar Association, which is studying this subject:

'The Kahn bill would expose the surface dwellers to the rules of the sea as they exist in admiralty, or. . . . leave them almost remediless.' Would it not be well to have a provision inserted in the law that the manufacturers of aircraft should carry an assurance to the people of adequate indemnity and that this indemnity should be in the form of casualty insurance? In considering this inquiry that Government planes as well as privately owned planes will navigate the air and that Government planes may inflict injuries fully as great as those inflicted by planes which are privately owned and operated, I am unable to compose my mind to a situation which would permit the Government to injure a surface dweller of any other person without a right of redress to the party aggrieved. At the same time I am persuaded that the dignity requiring the Government to be of the Government in its sovereignty would be offended by subjected to the suit of a private citizen. The substitution of an insurance liability in behalf of parties aggrieved, in place of a Government liability, would avoid the embarrassing situation which I have mentioned."

THE UNDERLYING IDEA

The underlying idea of the four divisions of work undertaken by the combined aircraft manufacturers is, of course, the demonstration of commercial utility. This covers a wide area; landscape gardening in preliminary and progressive studies, engineering work, studies of local ground and adjacent territories for factories, etc.; shore lines with studies on the movement of tides and currents in river, harbor and dock improvement, city planning, mine communications, explorations and reconnaissance of new roads, railroads, trails, etc.; delivery routes, forestry surveys, chamber of commerce reports, noting development of sections of cities—these are but a few of the ways that aircraft used commercially would be able to lend a pushing hand.

To the public, however, the interest in the new craft still lies in its adaptability to transportation. It is believed by those in the industry that the present congestion of traffic of all kinds, with no sign of relief by exhausted methods, points inevitably to the abundant use of aircraft. They have had the courage of their belief, for most of them, while waiting to see what Congress would do, devoted a small space in their factories to machines built for commerce, planes in which they expect the public to ride.

These new public carriers are not like the military design built for extreme speed and great maneuverability necessary in aerial conflict, but are planes, instead of inherent stability, wider cruising range, more economic of fuel and providing better accommodations for passengers and freight. In brief, the commercial air carrier is meant to be a machine with the thrill and danger eliminated but just as comfortable and even as luxurious as the modern limousine.

Everybody has been interested in the results of the aerial mail. During the last nineteen months the United States mail pilots have transported safely 22,000,000 letters. The cost of the service was 84 cents a mile, so low that the airplane postage rate has been reduced from 6 cents an ounce to the ordinary postage rate.

FREIGHT AND PASSENGER

Airplane manufacturers, aerial navigation companies and others interested assert that flying machines can transport passengers and small freight cheaper than any other vehicle and save time doing it, provided they are given sufficient patronage. In this the initial cost must be considered. But is the price of aircraft, ranging anywhere from $7,000 to $12,000 for the smaller machines to $25,000 to $30,000 for the larger planes, more exorbitant than cost of railroad cars? Locomotives now cost about $77,000, freight cars $3,000 and Pullmans $15,000. We may conservatively state that compared to the service rendered aircraft are not prohibitively expensive either to build or operate for profit.

The railroads must continue to be the basis of the entire system of general communication. But the signs visible during the last decade and the alarming strain to which the roads were put during the war, convince the student of economics that we must find some means of adding to our transportation facilities, else the shipper and carrier by rail will fail to realise maximum results.

Here enters the flying machine, both heavier and lighter than air craft. The airplane and the dirigible offer means of physical communication almost as swift as the telephone or telegraph. By actual demonstration they have proved their right to consideration. They are being constructed on scientific lines and their present day performance proves conclusively that they are practicable and not unsafe. In the hundreds of concrete cases where aircraft have been employed by merchants and other private individuals for quick transportation there has not been one word of criticism against the machine or its performance.

MAIL ROUTE SPECIFICATIONS

The postal department of the United States has fully made up its mind that the airplane is commercial. It has now 2,500 air mail routes in operation and has asked for that number of bids to be received as sealed proposals at the office of the Second Assistant Postmaster-General until noon of September 10, 1920, for carrying the mails of the United States by airplane or seaplane for one year from November 15, 1920. The following are the penalties for failure to perform service properly:

No compensation will be allowed for trips not performed. For each such failure in a month over 15 percent of the scheduled trips for the month twice the pay for the non-performed trip may be deducted. However, pro rata pay will be allowed for the air line distance between stated stations on a route traversed in a partially completed trip, provided that the mail reaches the post office or post offices for which it is destined not later than it would have arrived had it remained on the train. For each trip in excess of 10 percent of the scheduled trips in a month on which the mail is delayed beyond the time it would have arrived had it remained on the train twice the pro rata pay of the uncompleted portion of the trip may be deducted.

The carrier will be expected to arrive within scheduled time, and deductions may be made from the contractor's pay for failure to arrive and deliver the mail in time for scheduled carrier deliveries; or for failure to arrive in time to connect scheduled mail trains in accordance with the advertised schedule, when such failures are due to late departures from landing fields for other reasons than late delivery of mail to contractor or to lack of diligence in resuming the trip after a forced landing between regularly established landing fields.

The Postmaster-General may order an increase of service in distance or in weight of mail to be transported with the consent of the contractor, by allowing therefor not to exceed a pro rata increase on the contract pay for the mileage or weight involved provided that such pro rata cost does not exceed the cost of carrying the mails by train.

How the country would have jeered if such specifications had been printed a half-score years ago! There were some jeers when the Postmaster-General asked for aerial service bids, and yet the greatest feature of the post office's year was the operation of the aerial mail. It proved that it was practicable. The total mileage on the Washington-New York and the New York-Chicago routes ending December 31, 1919 was 405,563 miles. The present daily mileage is 1,906 and the total average daily weight of letters carried is 2,100 pounds. For the fiscal year ending June, 1919, the New York-Washington service had cost $137,900.06, and the receipts from the sale of stamps for the mail carried was $159,700. This service represented 128,037 miles and 7,720,840 letters carried. The record of performance was 92 percent.

Nothing now can prevent flying except what is called bad visibility, and probably science, when it starts to work at this problem, will succeed in overcoming it. Science and organisation in the shape of wireless telephones, instruments and special lights must place pilots in such a position as to spare them the risks and discomforts which attend airplane flying when only a limited range of vision can be obtained by them. As mists and fog account almost entirely for flights that are cancelled, these improvements will insure the maintenance of daily services. It is said that in more than 100,000 miles of daily flying between London and Paris, often in weather which was a severe strain on machine as well as pilot, only two flights were prevented by a mechanical defect, and only fifteen flights were interrupted temporarily by the necessity to make some small adjustment.

The great advantage of air speed over long distances for mail and other traffic will only appear spectacular when travel along air routes between New York and San Francisco is continued by night as well as by day. The establishment of aerial lighthouses and the illumination of landing places will perhaps sufficiently guide night traffic. Certainly the development of night flying throughout the country will be of extreme importance commercially.

On the Pacific coast interest which was late in starting is now intense. Los Angeles has twelve landing places within the city limits, and San Francisco, Oakland, Portland, Ore., Seattle and Spokane are not far behind. Seattle, indeed, boasts that she will soon be the aircraft center of that part of the world. A pioneer train blazing flight has been arranged from Seattle to Alaska by flying boat. Communication by ship takes from three to four days. The flying boat, it is expected, will chart a route making it possible to fly the entire distance in less than a day.

The requirements for the immediate future of commercial flying are given as follows: Improved and more economical commercial aircraft; a better organisation for bad weather flying, and an organisation for night flying. The manufacturers Aircraft Association has the opinion that if the public will provide the business the actual operators of air service can be relied upon to do the rest.

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Wants All Countries To Take Each Other's Currency At Normal

BY MAXIMILIAN HARDEN

Berlin, August 5.—When William II. ascended the throne the debt of the German empire had not reached the billion mark, while many times that amount in gold lay in the Reichsbank and the Julius tower in Spandau. Today we can scarcely remember what German gold coins look like. Most of them have leaked out into Turkey and other countries. But the German national debt is two hundred and sixty-five billion marks!

These figures determine the judgment to be pronounced upon the regime that began just thirty years ago (for only the dismissal of Bismarck gave young William a free hand) and which created present day conditions.

In the last two months alone the national debt has increased by nine billions. By the end of 1920 it will not be far from three hundred billions. This means more than thirteen thousand million marks in taxes must be extorted from territorially reduced and impoverished Germany annually before a penny is available for the national budget.

How enormous will be the demands of that budget will be realised after a moment's reflection on the dizzy height of prices, wages and salaries, and on the statement of the Minister of Finance that the railroad administration already shows a deficit for the year of fifteen billions and the postal service a deficit of two billions.

A STAGGERING BURDEN

In the present fiscal year alone—even if it should be possible to raise twenty-eight billions in taxes, thereby ruining whole branches of industry—thirty billion marks will remain unprovided for, to be piled on our mountain of debt. In all history no great nation has ever had to confess to so desperately wretched a balance. Yet these figures do not include one mark for reparation payments demanded by the victors.

Notwithstanding this, Messrs. Clemenceau and Klotz were concerned, as Messrs. Millerand and Marshal now seem to be concerned only lest they should demand too little of Germany. But according to President Wilson's message of Jan. 8, 1918, and Secretary of State Lansing's note of November 5 of the same year, Germany is under obligation to make good only the war losses of the civilian population in the countries attacked, not to pay for the cost of the war.

Now, the property destroyed between the Scheldt and the Seine and elsewhere cannot possibly have been worth the five or even the three hundred thousand millions of marks demanded of us by the Spa trumpeters. Otherwise we should have to estimate the lands occupied by German troops at ten to twenty times the amount of their valuation in pre-war times.

DECRIES MONEY GAMBLING

Mr. Wilson's proposal, although frustrated, as M. Tardieu tells us by the implacable senile wrath of Clemenceau, was a fair one: namely that Germany should pay for only 40 percent of all damage.

But all dispute as to justice or injustice is disposed of by the fact that it is impossible for Germany to pay anywhere near the fantastic amount demanded. Indeed, she cannot even think of payments of a substantial character so long as her monetary standard remains unstabilised.

Can this be accomplished? Can an agreement be arrived at which will prevent men from indulging in bull and bear gambling in money and bills of exchange?

That question should engage the attention of the most skilful financial experts.

To me, little versed in finance it seems this fundamental problem must admit of solution. There is no necessity for speculation in legal tender and non-interest bearing currency, which has become the substitute and convenient vehicle for the natural barter and exchange that no longer suffice for our modern industrial civilisation.

After all, it is not necessary that hundreds of thousands of clerks, cooks, elevator boys and film supers (speak softly, for to the latter guild no less a person than Mr. Trotsky, now Russia's generalissimo, once belonged in the United States), just because they think the "Huns" have a chance should buy marks at a ridiculous price and then some day throw them on the market in great bales.

INFLATION AN EPIDEMIC

Since inflation has become a European epidemic and all the war-torn European countries are suffering the ills of depreciated currency, it should surely be possible to arrive at an agreement among these countries, or at least, among such financial powers, that would obligate all countries doing business with each other to accept each other's currency at its normal value before the war. All risk and loss could be prevented by a common clearing house guarantee.

The present state of affairs profits only note speculators and war profiteers. It is a disadvantage to every honest merchant. Even those countries whose currency values are high and from whom the States sufferings from inflation can purchase nothing, must desire an agreement that would enable them to export raw and manufactured materials on a large scale.

The American who in 1914 could purchase in Berlin two silk-lined suits and a hat of superior quality for $100 (425 marks), and who today could at most buy one suit and two Vienna hats for his $100 (3,900 marks), derives as little advantage from the high value of his currency as does the German workingman from his enormously increased wage, since the latter is now able to purchase far less with his 130 marks per week than formerly with 40 marks.

A condition injurious to all cannot remain unalterable. The whole economic structure must totter if one of its chief supports—currency value—becomes the prey of speculative greed.

PEOPLE NOT YET AWAKE

For five years the masses have been engaged in the chase after food, clothing, shoes and fuel and in the constant breach and evasion of thousands of laws and regulations. Thus they have suffered an intellectual and a moral deterioration. Fear of incredibly high taxes and the spectacle of frivolous governmental extravagance have led the people into dissolute pleasure seeking, gluttony and dancing, gambling and betting.

Neither the Reichstag election nor the formation of the new government—grotesquely slow, it must be admitted—was able to arouse them keenly. The new Ministers, almost all Monarchists, have never yet betrayed the slightest glimmer of a creative idea, of any vision which might help the country out of misery.

The somewhat improved value of the mark and the nearer approach of German prices to those of the world market have made export almost impossible. The purchasing power of the inland is almost entirely exhausted. Where it is not the attempt is made to force exorbitant prices down by boycott.

Business is everywhere at a standstill, factories are being shut down and the army of unemployed who will demand support from State and community is growing with terrifying rapidity. Add to this the alarming national debt of two hundred and sixty-five billions and municipalities so deeply in debt that they hardly can conceal their bankruptcy.

The German people can pay their creditors for a long time to come only with what can be saved in national expenditure. Germany needs no army, nothing but police troops.

THE INVADERS' BURDEN

Hours of labor and demilitarisation have become international problems. The cost of the troops occupying Germany amounts to 1,200 marks per man per month in addition to housing and food. It is eating at the heart of our disease finances!

But military occupation will become an unnecessary crime the moment Germany has completely disbanded her army.

France, which in view of her lack of men is able to use almost none but colored troops for occupation and thereby continually conjures up new conflicts, will not require an army for Europe when Germany has demobilised, and will be able by her own demobilisation to effect just as great an economy as her neighbor whom she will no longer have to fear.

Nothing could more effectively promote reconciliation. Demobilisation will incline the workers to longer and more intensive labor, especially if they get a share in the direction and profits of industries.

If France and Germany combine the things which, economically considered, belong together; if they can come to an agreement as to coal and are, in a project for making navigable the Rhine and the Meuse and similar enterprises, they can go a long way together in harmony to mutual advantage.

But only if hatred and vengeance are silenced and the joint undertaking and achievement of a great cultural task are to fructify the earth.

Her War-Time Romance Is At An End, Is Report

The war-time romance of Mrs Alace Gordon Drexel Barrett, only daughter of Mr. and Mrs John R. Drexel, of Philadelphia and Newport, and Captain William Barrett, formerly of the U.S.A. air forces, has been shattered, according to reports reaching here from abroad. Mrs. Barrett will sail for the United States without Captain Barrett as soon as she is physically able to bring her month-old child home with her, it is said. The couple went abroad several months ago. Although her family sought to prevent Miss Drexel's marriage to Captain Barrett, a man of practically no financial resources, the couple eloped to New Rochelle and were married there in June of last year.

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-:- Financial And Commercial News -:-

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

Stock Banks	Quotations Closing
H. K and S. B.	$380
Chartered	40
Russo-Asiatic	s. 250
Marine Insurances	
Canton	$370 B.
North China	s. 158
Union of Canton	k. 175
Yangtsze	24
Far Eastern Ins. Co., Ltd.	s. 20
Fire Insurances	
China Fire	128
Hongkong Fire	$318
Shipping	
Indo-China Def.	I.$205 S.
Indo-China Pref.	18 B.
"Shell"	55/- S.
Shanghai Tug ord	Tls. 50
Shanghai Tug pref	Tls. 35 B.
Mining	
Kaiping	Tls. 18½ B.
Oriental Cons.	17/-
Raub	$1.20 B.
Docks	
Hongkong Dock	H.$150 B.
Shanghai Dock	Tls. 118½ B.
New Eng. Works	Tls. 25 B.
Wharves	
Shanghai Wharf	Tls. 157
Hongkong Wharf	H.$86½ B.
Lands and Hotels	
Anglo-French Land	Tls. 69
Shanghai Land	Tls. 65
Weihaiwei Land	Tls. 3
S'hai Hotel Ltd.	Tls. 55
China Realty (ord.)	Tls. 50
China Realty (pref)	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 555
E-wo (pref.)	Tls. 85
Laou-kung-mow	Tls. 385
Oriental	Tls. 205
Shanghai Cotton	Tls. 275
Kungyik	Tls. 50
Yangtszepoo	Tls. 32½
Yangtszepoo Pref.	Tls. 85
Industrials	
Butler Tiles	Tls. 25
China Sugar	Tls. 225 B.
Green Island	H.$8 B.
Langkats	Tls. 15¾
Major Bros	Is. 5
S'hai Sumatra	Tls. 98
Stores	
Hall & Holts	$12½
Llewellyn	$30
Lane, Crawford	$8 B.
Moutrie	$40
Watson	$. 6¾ B.
Weeks	$11
Rubbers (Local)	
Alma	Is. 5 B.
Amherst	Is. 0.50
Anglo-Java	Tls. 7¼ B.
Anglo-Dutch	Is. 2
Ayer Tawah	Tls. 20 B.
Batu Anam 1918	Tls. 0.70
Bukit Toh Alang	Is. 2
Bute	Tls. 0.70
Chemor United	Tls. 0.70
Chempedak	Is. 5
Cheng	Tls. 1¼
Consolidated	Tls. 2 B.
Dominion	Is. 5
Gula Kalumpong	Tls. 4¼ B.
Java Consolidated	Is. 13
Kamunting	Tls. 3
Kapala	Tls. 0.25
Kapayang	Tls. 10
Karan	Tls. 7
Kota Bahroe	Tls. 3
Kroewoek Java	Tls. 13
Padang	Is. 6½
Pengkalan Durian	Tls. 3
Permata	Tls. 1 B.
Repah	Is. 0.50
Samagaga	Tls. 0.65 B.
Seekee	Tls. 1
Semambu	Tls. 0.65
Senawang	Tls. 3 B.
S'hai Klebang	Tls. 0.55
Shanghai Malay	Tls. 3
S'hai Malay pref.	Tls. 10
Shanghai Pahang	Tls. 1
Sungala	Tls. 3½ S.
Sungei Duri	Tls. 6½
Sua Manggis	Tls. 3¾
S'hai Kalantan	Tls. 0.55
S'hai Seremban	Tls. 0.60
Taiping	Tls. 0.80
Tanah Merah	Tls. 0.80
Tehong	Tls. 14½
Ulobri	Tls. 2¾
Xiangbe	Tls. 4
Miscellaneous	
C. I. & E. Lumber	Tls. 225
Culty Dairy	Tls. 12
Shanghai Trams	Tls. 67
Shanghai Gas	Tls. 14½ B.
Horse Bazaar	Tls. 24
Shanghai Mercury	Tls. 25
S'hai Telephone	Tls. 69
S'hai Waterworks	Tls. 121

S. Sellers. Sa. Sales. B. Buyers.

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Telephone No. Central 398

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report dated September 24:

During the past week both Principals and Brokers have been chiefly interested and engaged in making arrangements for the September 29 Settlement. The little ordinary business that has been done calls for no special comment. No improvement in the market can be expected till after the Settlement.

Exchange and Bullion

Shanghai, September 25, 1920.

Exchange and Bullion

Sovereigns: buying rate,
@ 5/11 = Tls. 3.38
@ exch. 72.7 = Mex. $4.65

Gold Dollars: Bank buying rate,
@ 103¼ = Tls. 0.97
@ exch. 72.7 = Mex. $1.33

Mex. Dollars Market Rate:
Tls. 725

Shanghai Gold Bars: 978 touch Tls. 231

Bar Silver 998 touch .. Tls. 111

Copper Cash .. per tael 193.000

Native Interest ..... Tls. 11

Latest London Quotations

Bar Silver ..... 59⅜d.
Bank Rate of Discount 7%
Ex., Paris on London Fr. 52.09
Ex., New York on London T. G.$3.47¾

Exchange Closing Quotations

London	T.T.	5/11
London	Demand	5/11¼
India	T.T.	319
Paris	T.T.	1540
Paris	Demand	1543
New York	T.T.	103
New York	Demand	103¼
Hongkong	T.T.	71½
Japan	T.T.	49
Batavia	T.T.	321
Singapore	T.T.	39

Bank's Closing Buying Rates
All Nominal

London	Demand	6/1
London	4 m/s. Cdts.	6/3
London	4 m/s. Docy.	6/3½
London	6 m/s. Cdts.	6/4¼
London	6 m/s. Docy.	6/4¾
Paris	4 m/s.	1640
New York	o/d. Docy.	106
New York	4 m/s. Docy.	110¾

Tourists' Exchange
@ Bank's Closing Demand buying Rates

£10 @ exch. 6/1 = Sh. Tls. 32.87
G.$50 @ exch. 106 = Sh. Tls. 47.17
Fr. 250 @ exch. 1590 = Sh. Tls. 15.72

1 Shanghai Tael = Mex. $1.37 at Bank's selling rate for Mexican Dollars.

BANKS SELLING RATE FOR MARKS

Marks 5,000 ..... = Tls. 100
" 100 .... = Mex. $2.77

ROUBLES EXCHANGE

Today's Bank Buying Rate For Roubles

Roubles 22,000 ..... = Tls. 100
" 100 ..... = Mex. $0.62

Exchange Shop Rates

Buying:	100	Old Roubles	$1.25
"	100	New "	$0.60
Selling:	100	Old "	$1.35
"	100	New "	$0.67½

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls.	3.07	@ 5/10¼	£1
"	0.87	@ 103¾	G.$1
"	1	@ 1503	Fr. 16.74
"	1	@ 49	Yen 2.27
"	1	@ 305	Rus. 3.40
"	1	@ 1.50	Mex. $1.50
"	1	@ —	Roubles. —

Shanghai Produce & Stock Exchange

Transactions

Shanghai, September 25, 1920.

Japan-China S. & W. Co.
Tls. 25.70 October
" 26.40 November

Shanghai P. & S. Exchange
Tls. 21.50 October
" 22.00 November

Stock Exchange

Transactions

Shanghai, September 25, 1920.

OFFICIAL
No Business Reported.

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions yesterday

Shanghai, September 25, 1920.

Chinese Bonds 1st year 6%
$19.20 September
$19.40 October

Han-Yeh-Ping
$88.00 September

The Chartered S. & P. Ex.
$49.90 September
$52.00 October

Tungchow Cotton
Tls. 28.00 October
" 27.70 November
" 27.70 December
" 27.80 January
" 27.90 February

Pozu Ginned Cotton
Tls. 24.10 October

Local Yarn for Standard: 16's Cloudy Stork
Tls. 154.50 September
" 146.50 October
" 146.60 November
" 146.30 December

Bean Oil for Standard Kee-Chong-Yeen Oil & Co., Shanghai
Tls. 10.55 October
" 10.65 November

Bean Cakes with rim for Standard Kee-Chong-Yeen Oil & Co.
Tls. 11.55 September

Honan Bean
Tls. 3.14 October
" 3.11 November

Cotton Market

Messrs. J. Spunt and Co. write as follows in their market report under date of September 25, 1920:

China Cotton.—Although the volume of business, which was more of a speculative character, during the past week cannot be said to have been large, prices for near future deliveries have appreciated by a few mace per picul with spots showing a firmer tendency at the close attributable to a certain extent to shorts covering.

In so far as the weather hitherto experienced is concerned, the effect has been anything but favorable and an irreparable deterioration of approximately 30 percent of the crop may be safely counted upn. The receipts from the interior marts are as yet very small and it is difficult for the moment to ascertain the attitude the farmers may adopt in dispensing their stocks at this early stage of the season, which will more or less be influenced by the strength of their financial status and the demand which may arise at any time in the not too distant future. However, even if consideration be taken of the present weakness in the yarn markets as a factor bearing on the prices of the raw material it is problematical, though these stand in intimate relationship with each other, as to whether the bullish sentiment now prevalent on the staple will be modified to any appreciative and harmonising degree. Tone of the market firm.

Silk Market

Messrs. William Little and Co. write as follows in their report dated September 24:

White Silk.—We have nothing to report.

Steams.—A small business at slightly higher prices.

Yellow Silk.—Nothing to report.

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Exchange Market

Messrs. Maitland, Fearon and Brand write as follows in their exchange circular for week ending Wednesday, September 22.

Exchange.—The London price of silver has again ruled unsteady. After touching 60⅜d. on the 16th inst. it receded to 59½d. but today is up to 59⅞d. i.e. ⅜d. lower than last week's closing price. Our rate for T.T. on London has followed silver and is quoted 5s. 11d., one half penny lower than last week. Very little exchange business in connection with imports and exports has passed, but a big exchange business among the exchange banks has been doing in connection with the adjustment of their funds. From the latest quotation for forward silver in London it appears that the exchange banks have again carried forward their holding of silver, the forward rate having risen, at 60d. to ⅛d. above cash quotation. Owing to the operations referred to the trend of our exchange market is somewhat obscure, but exports are still dull and the European situation does not point to much improvement in this connection. We close uncertain but in a general way an easy tone prevails for general business, out of interbank operations.

Local stocks of silver are reported as follows:

Sycee and Bar Silver Tls. 33,260,000 an increase of Tls. 890,000.

Chinese and Mexican Dollars $26,240,000 an increase of $580,000.

Estimated total value in Taels 52,400,000.

Stock of silver on Sept. 24, 1919, Taels 32,300,000.

GETS $1,250,000 POLICY

Brunswick-Balke President Makes His Concern Beneficiary

Chicago, August 7.—Benjamin H. Bensinger, President of the Brunswick-Balke-Collender Company, today completed arrangements for a straight life insurance policy amounting to $1,250,000, naming his corporation as beneficiary. This is in addition to $1,000,000 carried by Mr. Bensinger for the benefit of his family.

The premium on the $1,250,000 policy, amounting to $62,500 per annum, will be paid by the corporation. Eight insurance companies participated in the joint policy. He was examined physically by more than twenty doctors.

The issuance of the Bensinger policy brought out the fact that several Chicago men now carry policies of $1,000,000 or more. W. M. Gossard of the Gossard Corset Company, William Wrigley, Jr., and W. N. Byllesby carry $1,000,000 policies. Captain Marshall Field and Julius Rosenwald are insured for a million or more.

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Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Mr. G. Walters.

Per C.M. s.s. Taishun from Chefoo: Messrs. W. B. Paton, J. L. Gordon, Mrs. S. Mark, Miss M. Sang.

Per C.N. s.s. Shengking from Hankow: Mr. and Mrs. Gater, Miss Gater.

Per P. and O. s.s. Kashgar from London: Bishop Banister, Mrs. Woodhead and 5 children, Mr. and Mrs. Barkam and 2 children, Mr. and Mrs. Forster, child and infant, Mr. and Mrs. Kempton, Mrs. Sheret, Miss Jerrett, Dr. and Mrs. McCullock and child, Mr. and Mrs. Matthews, Mrs. Harvey, Mr. and Mrs. Harris and 2 children, Mrs. Jenos, Mr. and Mrs. Hepburn and infant, Mr. and Mrs. Robt. McFarland, Lt. Col. G. C. Fry, Lieutenants A. R. Freeman, A. K. Aldridge, V. T. Sintees, J. M. Hunter, F. H. Jefferson, C. B. Kidd, R. Cursham, O. E. Crowe, Engr. W. Shckennan, Messrs. J. S. Finn, W. Thargiuson, F. Powell, E. D. Ellner, R. Yirke, J. F. Milne, Woodfield, A. J. Sinthoett, H. C. R. Bardlus, H. F. Bennett, H. Jackson, C. P. O. Finch, T. Mellaliess, Mrs. Malcolm; from Singapore: Mrs. Hargreaves and child, Miss C. Limby, Messrs. Tang Sin-hun, Huang Fanfu; from Hongkong: Mr. and Mrs. Dannerberg, Master Dannerberg, Messrs. R. E. Desai, H. Gerner, D. H. Olley, M. Ross, W. K. Ul, S. P. Ul, Mr. and Mrs. Koch and daughter, Mr. and Mrs. Mitchell, Mr. and Mrs. C. Sisley.

Per C. P. O. S. s.s. Empress of Asia from Hongkong: Mr. T. E. Aspien, Dr. and Mrs. S. C. Au and son, Mr. and Mrs. H. C. Au and child, Mrs. C. W. Bowden, Mrs. R. C. Baldwin, Messrs. A. N. Bishop, W. J. Bossert, Chang Che-kar, K. Chatham, Mrs. O. F. Campbell, Mr. and Mrs. Chang Tong, Mr. and Mrs. A. P. Cheung, Misses Chong, Leung, Lee, Chu, Mr. and Mrs. Chu, Mr. and Mrs. H. L. Cobbin, Major L. Cassel, Mr. J. Duguid, Miss A. G. Emberley, Messrs. G. F. Fisher, J. S. Gubbay, E. Howard, G. Happer, Mrs. Hogg, Hon. P. H. Holyoak, Miss S. Johnson, Messrs. C. E. Kochler, A. G. Kempf, Mrs. Leung Fung-kam, Miss Dora Ellis, Mrs. W. and Miss Lan, Messrs. P. P. Lee and family, Li Kwong-shun, Lo Quan-yau, F. X. Lopes, S. T. Lo, Mr. and Mrs. D. J. Lewis, Mr. and Mrs. Ng Kai-wing, Mrs. M. and 2 Misses Olsen, Mr. and Mrs. Pak Ming, Mr. and Mrs. Plummer, Miss M. A. Pearne, Mr. and Mrs. F. Rehnborg and infant, Messrs. F. V. Reilly, C. E. Richardson, J. Barr, Tse Hungman, W. H. Smith, N. J. Stabb, Sam Chong, C. F. Starkey, S. I Sz To, K. C. Lan, Mr. and Mrs. P. H. Sherwood, Mrs. F. H. Sun, Mr. Y. C. and Mrs. Lau, Messrs. R. J. W. Tatam, U Suj-cho, W. F. Wallace, S. Walker, Yih Dzan, S. K. Ou, Yik Fuman, Fung Chi-yung, W. Zehntner.

Launch Services

Thursday, October 7, 1920

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Armand Behic will leave the M.M. Jetty (French Bund) at 2 p.m.

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NOTE TO JAPAN GIVEN IN TOKIO

Washington Fails To Understand Why Japan Occupies Saghalin For Nikolaievsk

Tokio, August 3 (Associated Press).—The Asahi publishes an abstract of the American note regarding Japanese occupation of territory, as follows:

"First — America approves Japan's decision to evacuate Transbaikalia.

"Second—As regards continued occupation of the Vladivostok region, she reserves expression of her view owing to the absence of sufficient information on conditions there upon which to form an opinion.

"Third—America fails to understand the reason for Japan's occupation of Saghalin, which has no connection whatever with the Siberian mainland or incidents like the Nikolaievsk massacre occurring there."

Commenting on the note, the Asahi, reflecting the views apparently obtaining among the Japanese generally, think America misunderstands the Siberian geographical divisions and assumes Saghalin Island is a distinct district whereas the island really is a part of the Saghalin administrative region with a gubernatorial seat at Nikolaievsk.

It is officially stated that the Japanese and Korean residents of the Chita region are withdrawing in the wake of the Japanese army, fearing a spread of the anarchic conditions in Siberia and general insecurity.

CONFERENCE TENSION

Special despatches from the United States describing the recent conference held at the American State Department between Secretary of State Colby, Sir Auckland Geddes, the British Ambassador to the United States; Roland Morris, American Ambassador to Japan, and Sir Beilsby Francis Alston, the British Minister to China, at which the general situation in the Far East was discussed and the suggestion in some of the despatches that Great Britain is showing signs of joining the United States in her Far Eastern policy, have served to increase the nervousness here over Japanese-American relations.

Leading newspapers devote lengthy editorial articles to discussion of the situation and generally demand that the Japanese people show an unbroken front. The Nichi Nichi thinks the trouble with Japan's diplomacy lies in the fact that the authorities are "excessively timid and over-considerate of the feelings of other countries." They should take resolute action on their own responsibility, the newspaper says.

Some Americans, adds the Nich Nicho, interpret occupation of Saghalin as gratification of territorial ambition, but if any Japanese are harboring such ambitions they are merely old-fashioned imperialists. Even if such men exist, it asserts, it is no cause for concern, because the militarists who once threatened to control the foreign policy are now influenced by public opinion.

The Hochi Shimbun declares the country should not belittle the importance of the American communication regarding Japanese occupation, which the newspaper considers virtually a protest.

"Japan's vacillating diplomacy," it asserts, "has often brought contempt on Japan, particularly with regard to America."

"Let us urge no yielding to a protest based merely on a suspicious imagination. We are anxious to see the problems of Japan and America settled amicably, but there is a limit to our patience. If things become unbearable a state of affairs may occur regrettable not only so far as Japanese-American relations are concerned, but for the peace of the world. We hope the authorities will abide by the cause of justice and fear nothing."

The Jiji Shimpo expresses fear that the Congressional inquiry will have the effect of aggravating the anti-Japanese situation in California and will influence the minds of Americans generally. But the newspaper expects finally Congressional action will be based on equity and justice.

A member of the Diplomatic Advisory Council is quoted by the Yorozu Choho as declaring that he cannot understand the note from America, as Japan has clearly stated occupation of the Saghalin region would be merely temporary.

"In the name of justice," said The Diplomat, "Japan should determinedly carry out her announced program without hesitation and irrespective of protests from any foreign power. Japan's step is not contrary to international law. It is an act of justice and righteousness."

MILITARY PLANS

There is no indication that Japan will refrain from carrying out military arrangements she has made in dealing with the problems arising out of conditions in Siberia. The Government some time ago outlined to the world powers its policy regarding Siberia, and in its forthcoming note to Washington will amplify statements it has sent to European capitals. This note, it is understood here, will point out the purely temporary character of the occupation by Japanese troops of points in the Saghalin district.

Possible misunderstandings abroad are apprehended here because of the fact that the city of Nikolaievsk, on the Siberian mainland coast, will be under control of Japanese military detachments. Nikolaievsk was formerly a part of the administrative district of Primorskais, which was, in turn, under the jurisdiction of the Russian Maritime Province. In 1913, however, the Governor of the Maritime Province decreed, with imperial assent, that Nikolaievsk should be attached to the district of Saghalin, which was previously restricted to Saghalin Island. Since the district is to be placed under Japanese control, the city will be occupied by troops sent by this country but it is probable their withdrawal to the island may be necessitated by the intense cold that prevails along the Siberian coast for most of the year.

Japanese officials have been careful to explain to foreign newspaper correspondents here that the United States was within her rights in asking Japan to define her policy regarding Siberia, as the two nations sent troops to Siberia under an arrangement made at the suggestion of the Washington Government.

Irish Republic Nurse Seeks U.S Citizenship.

A unique situation was presented to Supreme Court Justice John M. Tierney, of New York, recently when Miss Kathleen McMahon, an Irish nurse, made her second application for United States citizenship. Miss McMahon came to this country during 1912 from County Clare, Ireland, and insists that she is a citizen of the Irish Republic and does not recognise King George of England as her sovereign. She served with the American Expeditionary Forces in France during the war as nurse.

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

Wool

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MUNICIPAL NOTIFICATION

No. 2715.

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Amount £750,000

Price of Issue £100 per cent.

UNDER the authority of Resolution VII passed at the Annual Meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for Bearer Debentures (with coupons attached) in the 6 per cent. Sterling Loan of 1920 which is issued on the following terms:—

(1) Debentures to Bearer, with Sterling interest coupons attached, will be issued at £100 per cent in denominations of £1,000 £500, £100 and £50.

(2) The Debentures of this issue will bear interest at the rate of 6 per cent per annum payable on June 30 and December 31 in each year by sterling demand draft on London at par, or in silver (local currency) at the Hongkong and Shanghai Banking Corporation's Shanghai current demand buying rate on London on date of presentation of the relative coupon. The first payment of interest will be made on December 31, 1920.

(3) Applications, accompanied by payment in full, will be received by the Hongkong and Shanghai Banking Corporation No. 12 The Bund on and after May 1, up to and including June 30, 1920, the Council reserving to itself the right of closing the subscription lists on any day previous to June 30, 1920, by Notification in the Municipal Gazette and Public Press of Shanghai.

(4) Payment on application will be accepted in Silver (local currency) at the Hongkong and Shanghai Banking Corporation's current selling T.T. rate on London and will bear interest from date of payment, or in Sterling by T.T. or Demand Draft on London. Interest on payments made in Sterling will only accrue from the date on which the relative remittances are received by the Hongkong and Shanghai Banking Corporation, London.

The cost of all telegrams incurred through payment by Sterling T.T. shall be paid by the applicant.

Payment will be acknowledged by Banker's Receipt pending issue of the Debentures.

In the event of any applicant not being allotted the full amount applied for, the amount over applied for will be repaid in full, plus interest at the rate of 6 per cent per annum from the date payment was received in Shanghai or London to the due date of repayment in Shanghai, as notified to the applicant by special notice from the Council.

(5) The Loan will be redeemed at par on June 30, 1950, but may be redeemed by the Council in whole or in part on June 30, 1930, and/or on any subsequent date or dates on which the half-yearly interest is payable, subject to the Council giving six calendar months' notice in the Municipal Gazette and Public Press of Shanghai. In the event of any partial redemption of the loan the numbers of the Debentures to be redeemed will be decided by drawing. The numbers of such drawn Debentures will be notified in the Municipal Gazette and Public Press of Shanghai not less than three months prior to the date of repayment.

Application forms can be obtained on and after May 1, from the Hongkong and Shanghai Banking Corporation, No. 12 The Bund or from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road to whom all enquiries should be addressed.

By order,

N. O. LIDDELL,

Secretary

Council Room,

Shanghai, April 19, 1920.

32286

Mr. S. S CHOW

Desires to announce that, with regard to the advertisement appearing in the local press to the effect that he is no longer working in the Chung Mei Trading Corporation, he does not recognise that the present Board of Directors of the said corporation was legally and duly elected or that it has any legal authority or power to remove him from office and he has refused to relinquish his position as submanager of the said Corporation.

32326

RARE OPPORTUNITY FOR ADVERTISERS

The construction of a public amusement place, known as "THE SOOCHOW BAZAAR," will be completed in eight months. It will be a five-storied reinforced concrete building situated in the busy center of Soochow. The whole edifice will consist of a Bazaar, a Modern-Style Hotel, Foreign and Chinese Restaurants, a Bath-house and a Roof Garden. A fine opportunity for merchants and advertisers to secure sales rooms and advertising spaces. For particulars, please apply to Mr. D. S. Sung, c/o Asia Soap Works, 18 Peking Road.

32209

FOR SALE

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whangpoo Road, Shanghai, China, by sealed proposals to be opened at 10:00 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P.I., in 1885. Length 121 feet, Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value $28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

31914

Shanghai Stock Exchange

NOTICE is hereby given that the Committee has decided the September Settlement shall revert to the 29th instant as originally advertised.

By order of the Committee

F. W. WALKER,
Secretary.

32287

Dr. Wm. S. GREGG, Oph. D.

Specialist in Eye Diseases

Glasses Prescribed and Fitted Scientifically.

Hours 9—12 2—5

15 Nanking Road, Cor. Szechuen Road

(American Oriental Bank Building

Third Floor—Take Elevator.

China Lace Guild

96 Szechuen Road

Filet, Irish, Venetian Point Lace and Embroidery manufacture and export

31346

PUBLIC AUCTION

HOPKINS, DUNN & CO., LTD.

Favoured with instructions from THE CONCERNED

Will sell by Public Auction on

Wednesday, the 29th September, 1920 at 3 p.m. at the

Shanghai and Hongkew Wharf Company's Pootung Wharf

Ex S. S. "CELTIC PRINCE"

4390 Kegs Common Wire Nails flat headed

(more or less damaged)

Lengths 1" to 5" Gauges 16 to 7

(to be sold in lots to suit Purchasers)

Steam Launch will leave the Customs' Jetty at 2.30 p.m. on the day of Sale.

HOPKINS, DUNN & CO., LTD.
Auctioneers.

Shanghai, 21st September, 1920.

32290

ELLIS AND KELLEY

Teachers of banjo and saxophone. Pupils solicited. Address Carlton Cafe.

32161

Shanghai Foreign Bankers' Association

The Foreign Exchange Banks will be closed for the transaction of Public Business on Monday, the 27th September, on account of Mid-Autumn Festival Holiday.

32312

NOTICE

NOTICE is hereby given that the British-Chinese Overseas Trading Co., Ltd., of London, has been registered at the British Consulate-General at Shanghai.

L. K. KENTWELL,
Counsel

British-Chinese Overseas Trading Co., Ltd.

Shanghai Office:—
123 Szechuen Road.
英中洋行四川路一二三號

32260

Dah Shing Garage

Tiendong Road

Corner of Seward Rd., Hongkew

Tel. North 2276

Nice comfortable cars at your service. Monthly hire for office hours $60.

Tariff: 1st class, $4 per hour
2nd class, $3 per hour
¼ hour for $1.

Also repairing of Ford Cars, etc.

32014

CAFÉ PAULISTA

P448, Nanking Road,

'Phone C. 2930

TIFFIN 75 cts.
DINNER $1.00
also Meals a la Carta.

Cakes of all kinds made to order.

GENUINE BRAZIL COFFEE

Tins 75 cts. lb.,
Tabloids 80 cts. doz.

Dr. Furstenberg M.D.

Specialist in urinary, venereal skin and internal diseases.

Hours 11-1 and 4-6 p.m.

25 Avenue Edward VII. Bon Building.

Tel. C. 838 3085

HONMA HOSPITAL

No. 8A Miller Road.
Tel. N. 2961

DR. K. HONMA
former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements. Surgery
X Ray and diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

Maison de Modes

3a - 4a BROADWAY

Just Received Model

HATS

from

Henri Bendel

and

Bruick-Weiss

Personal Selection

by

Madame Linoff

32314

Municipal Notification

No. 2702

7 PER CENT. LOAN, 1930

Price of Issue until further notice 92½ per cent.

Under the authority of Resolution VII passed at the annual meeting of Ratepayers on April 7, 1920, the Council hereby invites applications for debentures in the 7 per cent Loan of 1920.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 92½ per cent until further notice and will be redeemed on December 31, 1930.

The scrip will be issued in denominations of Tls 1,000, Tls 500 and Tls. 100 to suit the convenience of applicants, but no allotment for a less amount than Tls. 500 nominal will be made except to depositors in the Municipal Investment Bank.

Application forms can be obtained from the Treasurer and Comptroller, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,

N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 15, 1920.

31735

FRESH MILK

delivery twice daily

EXTRA ORDERS

are executed at any time

AIKOSHA DAIRY

59 Avenue Dubail

Tel. C. 2175

Dr. R. Holper, M.D.

Specialist in venereal, urinary, skin and internal diseases.

15 NANKING ROAD
(Corn. Szechuen Road)

Office hours 11-1 and 4-6

Residence 77 Avenue Dubail

Tel. Central 786

37310

KINGMAN & BROS.

How to Preserve the Teeth

In order to keep the teeth in a good condition scientific precaution must be taken. Through negligence, decay and numerous other affections such as tooth-ache, dentaperiostitis esteo-periostitis, necrosis of the jaw, etc., may arise. During the process of ingestion there are settled on the teeth, some deposits of mineral and organic matters, called tartar, which possesses a morbid power of pressing the gum. As an inevitable result of the presence of this tartar, the teeth will become elongated and movable and will, by degrees absorb away the enamel, leading ultimately to the decay and degeneration of the teeth. The tartar is so hard and resistant to the process of brushing that it cannot be scraped off except with dental instruments specially devised for that purpose.

Dr. KINGMAN offers to the public his service for preserving their teeth at an annual subscription Fee of $10.00 per head to be paid in advance.

The work to be done by Dr. KINGMAN to the subscribers consists in:—

1) Cleaning of the teeth quarterly
2) Filling with gold platinum alloy only, when the teeth present holes.
3) Inspecting the teeth at any time at the desire of the subscribers.

No. 40, Szechuen Road, Shanghai.

The International Recreation Club

KIANGWAN RACES

69th MEETING.

25th and 27th September, 1920.
(Saturday and Monday)

First Saddling Bell at 1.30 p.m. Sharp Daily.

MEMBERS AND OWNERS are requested to wear their respective Badges.

ENTRANCE TICKETS $1.00 each, obtainable at the Gate.

SPECIAL TRAINS 11.50 a.m. 12.40 p.m. 1.15 p.m. 2.00 p.m.

SPECIAL CAR SERVICES Motor Cars will leave the Central Garage Co., No. 2A Jinkee Road, every minute from noon.

TIFFIN AND REFRESHMENT will be served at the Race Course.

By Order,

Y. S. DAY,
Secretary.

32278

TRY OUR

ELECTRIC TURKISH BATH

And Massage Treatment
Wonderfully Refreshing

Care of your HEALTH is your Best Policy.

Prof. I. K. SETO

15, Nanking Road. Tel. C. 2768

Dr. James Yuking,

Specialist in the treatment of Venereal Diseases and Piles.

78 Nanking Road.

Piles guaranteed to be cured within ten days after one treatment without operation or pain.

Office hours: 9-12 and 1-5 daily.

Notice To The Public

Messrs. Olivier and Co. wish to call the attention of the Public to the following notice that has appeared in the Hankow newspapers:—

"The Carlowitz and Co.'s estate, lot No. 14 in Special District Administrative, Hankow, has been sold to Messrs. OLIVIER and Co. by public auction. A new deed for the said estate has been issued to Messrs. OLIVIER and Co. by the undersigned as the original deed had been taken away by the Germans. The public is hereby notified that henceforth anyone who may come into possession of the original deed is to consider it null and void.

(Signed, The Hankow Local Court).

32318

BUREAU OF TRANSLATIONS

All kinds of Russian-English-French translations done by expert translators—Commercial, literary, technical. Special care given to documents, contracts, etc. INTERPRETERS AVAILABLE for court hearings and verbal negotiations. 18 Range Road.

31738

EDEN HOSPITAL

Men's Department
P372 *Nanking Road*
Open to the public
Hours 10 a.m. to 4 p.m.
Special consideration to men in uniform.

The Banque Industrielle de Chine

will receive from now on until 30th November 1920, subscriptions to the 6% New French Government Loan of 1920, and grant most favourable terms to intending subscribers.

32004

GAGE HATS

PRICES $7.50—$40.00

"Miss Manhattan" Coat Suits

COED DRESSES

CASH SALE

PALACE HOTEL

September 30, October 1 and 2, 9 a.m to 6 p.m.

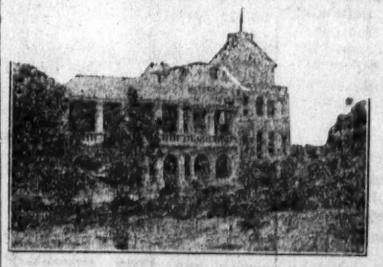
Miss Winifred Muir, Mrs. G. C. Stockton.

32252

Yangtsze Hotel, Nanking

南京揚子江旅館

First-class Foreign Hotel

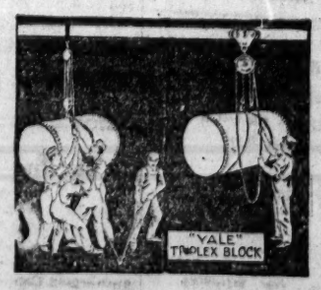


Each room with bath attached. Ten minutes from station. Private car for use of guests.

Mrs. J. FARREL
Proprietress

YALE & TOWNE HOISTS

Compare the old method on this side



with the new on this

For prices and particulars, apply to

FEARON, DANIEL & CO., INC.

18B, Kiangse Road.

Sole Agents in North China

SARDINES

IN OIL and IN TOMATO

ANCHOVIES IN OIL,

of the BEST FRENCH MANUFACTURERS

SWEETMEAT CASTLE

16 Nanking Road, Entrance in Szechuen Road.

MOTOR TRUCK

FOR SALE ONE

1 Ton Ford Motor Truck

with new Kelly attachment.

In excellent condition.

Apply to

T. E. M. A.

12 North Soochow Road

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 3,000,000
Reserve Liability of Shareholders £2,000,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Ltd
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ipoh	Rangoon
Bangkok	Karachi	Saigon
Batavia	Kiang	Seremban
Bombay	Kobe	Shanghai
Calcutta	Kuala Lumpur	Singapore
Cawnpore	London	Sourabaya
Canton	(F. M. S.)	Tientsin
Cebu	Madras	Tavoy
Colombo	Manila	(Lower Burma)
Delhi	Medan	Taiping
Haiphong	Peking	New York
Hankow	Penang	Yokohama
Hongkong	Puket	
Iloilo		

Shanghai Branch: 18 The Bund

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Manager.

Banque De L'Indo-Chine

Fcs.
Subscribed Capital .72,000,000.00
Paid-up Capital 68,400,000.00
Reserve Fund (1/6/20) 69,500,000.00

Head Office:
15 bis, Rue Laffite, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mongtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais.

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts according to arrangement.

L. ARDAIN, Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road

Telephone C. 1941
Telegraphic Address "Knabes"

Capital ..... Yen 10,000,000

Head Office ..... Peking
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka Nagasaki Moji, Singapore, Bombay, London, New York.

Domestic agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong Canton.

Y. TSENG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000
Silver $23,000,000

Reserve Liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors
Hon. Mr. E. V. D. Parr, Chairman.
A. H. Compton, Esq., Deputy Chairman.
G. M. Dodwell, Esq.
G. T. M. Odkins, Esq.
A. S. Gubbay, Esq.
Hon. Mr. P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
A. O. Lang, Esq.
W. L. Pattenden, Esq.
J. A. Plummer, Esq.

Chief Manager.
Hongkong—N. J. STAMP.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Acting Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid) .	55,000,000
Reserve Fund.....	26,960,000
Capital Contributed by Chinese Government	Kup-Tls. 3,500,000
Reserve Fund	1.750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E. C. 2

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
		Yokohama

Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
S. JASTRZEMBSKI.
Managers for Branches in Asia.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,800.00
Reserve Fund ...	$1,398,522.66
Special Reserve Fund	$1,898,898.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tainan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtao	Yangchow	Chungking

Foreign Correspondents:
London, Paris, New York, San Francisco, Tokio, Osaka, Yokohama.

SHANGHAI BRANCH.
2 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG MAN-CHANG,
Manager.
Shanghai, 15th February, 1918.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-up Capital ..Fr. 50,000,000
Reserves ..... Fr. 12,027,956

Head office: BRUSSELS
London Office: 2 Bishopsgate, E.C.2
Paris Office: 2 Place de la Bourse
Branches: Cologne, Bucharest, Alexandria, Tantah, Cairo, Peking and Tientsin.
Agents:
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Ste Gle de Belgique

Correspondents in all important cities of the world.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangemements.

Every description of banking and exchange business transacted.

L. STRAETMANS,
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

The Bank Of Canton, Limited

Incorporated 1912

Capital subscribed: £1,000,000
Capital paid up £850,000

Head Office
No. 6 Des Voeux Road, Hongkong

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	S.Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG.
Act. Manager.

The National Commercial Bank, Ltd.

Established 1907.
Paid-Up Capital ...$1,000,000.00
Reserve Fund 135,461.96

Head office: Shanghai
Peking and Kiangse Roads
Tels: Managers' Office: Cen. 2556
General Office: Cen. 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Posis New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
MENG CHIA, T. D. Woo, Acting Sub-Manager.

International Banking Corporation

Capital and Surplus $10,000,000
Undivided Profits: U.S. $3,000,000

OWNED BY
THE NATIONAL CITY BANK OF NEW YORK.
Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate E. C.
Lyons Office: 27 Place Tolozan
San Francisco Office:
232 Montgomery Street
Branches:

China	Japan	
Canton	Kobe	
Hankow	Yokohama	
Harbin		
Hongkong	Java	
Peking	Batavia	
Shanghai	Sourabaya	
Tientsin		
Tsingtau	Panama	
Dominican Republic	Colon	
Barahona	Panama	
Puerto Plata		
San Pedro de Macoris	Philippine Islands	
Sanchez	Cebu	
Santiago	Manila	
Santo Domingo		
India	Straits Settlements	
Bombay	Singapore	
Calcutta		
Rangoon		

BRANCHES OF
THE NATIONAL CITY BANK OF NEW YORK

Argentina	Italy	
Buenos Aires	Genoa	
Once (Buenos Aires)	Peru	
Rosario	Lima	
Belgium	Porto Rico	
Antwerp	Ponce	
Brussels	San Juan	
Brazil	South Africa	
Bahia	Cape Town	
Pernambuco	Spain	
Porto Alegre	Barcelona	
Rio de Janeiro	Madrid	
Santos	Trinidad	
Sao Paulo	Port of Spain	
Chile	Uruguay	
Santiago	Montevideo	
Valparaiso	Calle Rondeau (Montevideo)	
Colombia	Venezuela	
Barranquilla	Caracas	
Bogota	Ciudad Bolivar	
Medellin	Maracaibo	
Cuba		
Havana and 22 other cities in Cuba		

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, *Manager.*
1a Kiukiang Road.

Banque Industrielle de Chine

Capital authorised Frs. 250,000,000
Capital subscribed " 150,000,000
Capital paid up .. " 75,000,000
Reserve ..... " 30,000,000
One third of the Capital i. o.
Frs. 50,000,000 subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11th, 1913.

President: ANDRE BERTHELOT
General Manager: A. J. PERNOTTE

HEAD OFFICE:
74 RUE SAINT LAZARE, PARIS
BRANCHES:
Marseilles, New York, Peking, Tientsin, Hankow, Shanghai, Vladivostock, Hongkong, Canton Foochow, Yunnanfu, Saigon, Haiphong, Swatow and Yokohama.

BANKERS:
In London: The London Joint City & Midland Bank, Ltd., London.
In France: Societe Generale pour favoriser le Developpment du Commerce & de l'Industrie en France.
In Italy: Banca Commerciale Italiana—Credito Italiano.
In New York: Messrs. Redmond & Co., New York.
Taels, Dollars, Gold Accounts
Interest allowed on current accounts in Gold or local currency and fixed deposits on application
Every description of Banking and exchange business transacted. Savings accounts in Gold and local currency.

G. LION.
Manager.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Paid-up-Capital: Guilders 80,000,000 (about £6,666,666)
Reserve Funds: Guilders 17,353,284 (about £1,446,107)
Special Reserve: Guilders 25,160,000 (about £2,096,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Palembang
Bandoeng	Penang
Cheribon	Pontianak
Djember	Rangoon
Djokjakarta	Semarang
Hongkong	Singapore
Kobe	Soerabaya
Kota-Radja	Soerakarta
Langsa	Tebing-Tinggi
Makassar	Tegal
Medan	Telok Betong
Padang	Tjilatjap
Pekalongan	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Acting Manager.

Commercial Bank of China

Head Office. SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

The Bank of East Asia, Ltd

Authorised Capital $2,000,000
Paid up Capital 2,000,000
Reserve Fund 200,000

Head Office:—2 Queen's Road Central, Hongkong.
Shanghai Branch:—30 The Bund
London Bankers:—The London Joint Stock, London, City and Midland Bank Ltd.
Agencies and Correspondents in the principal Commercial centres of the world.

Every description of banking and exchange business transacted
Loans granted on approved securities
Fixed and current deposit accounts opened on terms according to arrangement

LI TSE FONG,
Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 50 Branches and Agencies in principal cities and commercial centers in China.
Agencies abroad: Singapore Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
14 The Bund.

Interest allowed on both Current and Fixed Deposit Accounts
Credit granted to approved securities, and every description of Banking and Exchange business transacted

Y. M. CHIEN Acting Manager.

THE CHEKIANG INDUSTRIAL BANK, LIMITED

Established 1908

Capital	$1,000,000.00
Reserve Fund	81,425.61
Resources	10,000,000.00

Financing China's Imports & Exports

For purposes of commercial financing, we establish credits here and abroad, thru our Foreign Correspondents, for importers and exporters in Sterling and U.S. Dollar Credits, as well as other currencies on arrangements.

We invite communications and inquiries concerning our facilities and services.

THE CHEKIANG INDUSTRIAL BANK, LIMITED

U 29 Peking Road,
SHANGHAI BRANCH.

LI MING,
Manager.

Telephones: C. 3145 Mgr's. Office: C. 2147 General Office
Cable Address: "Chindusbank," Shanghai.

ASIA BANKING CORPORATION

CAPITAL $4,000,000 SURPLUS $1,100,000

An American Institution

HEAD OFFICE NEW YORK CITY 35 Broadway.

HEAD OFFICE FOR FAR EAST SHANGHAI (Corner Kiukiang & Kiangse Rds).

All descriptions of Banking Business trausacted in any part of the world.

A Research Bureau has been established to facilitate and promote trade between the U. S. and China.

STOCKHOLDING BANKS:
Anglo and London, Paris National Bank, San Francisco
Bankers' Trust Company, New York City
First National Bank of Portland, Oregon
Guaranty Trust Company of New York
Guardian Savings and Trust Company, Cleveland, Ohio
Mercantile Bank of the Americas, New York City
National Bank of Commerce, Seattle, Washington
National Shawmut Bank, Boston, Mass.

Cable Address, 'BANKASIA"

Shanghai Telephone Central 1825.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1918
Head Office: Tientsin

Subscribed Capital	$2,000,000.00
Paid-Up Capital	$1,020,000.00
Reserve Fund	$ 54,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wei

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changteh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
			Cincinatti

And also in other principal cities in foreign countries.

Shanghai Branch:
8441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits, both in taels and dollars, according to arrangement.

Credits granted on approved securities.

Y. R. Sun, Manger
T. D. Zar, Sub-Manager

PARK-UNION FOREIGN BANKING CORPORATION

Fully Paid Capital and Surplus $2,250,000
HEAD OFFICE, NEW YORK
Owned and controlled By
The National Park Bank, New York — Union Bank of Canada

BRANCHES:
SAN FRANCISCO SEATTLE
PARIS TOKYO YOKOHAMA

SHANGHAI BRANCH: 7 Kiukiang Road, Telephone C. 5874-5875

Interest allowed on both Current and Fixed Deposit Accounts; every description of Banking and Exchange business transacted.

TEACH YOUR CHILDREN "HOW TO SAVE"

By depositing money regularly with this Bank, you are teaching your children the habit of saving. When they are twenty years old, they will find it a great help. The following table shows handsome totals that a monthly deposit of $3 will grow into:—

Age	Amount	Age	Amount
1	$ 37.17	11	$ 710.54
2	76.88	12	821.12
3	119.98	13	943.09
4	167.53	14	1,077.66
5	220.72	15	1,226.05
6	280.44	16	1,389.58
7	348.72	17	1,569.91
8	427.73	18	1,768.70
9	519.10	19	1,987.74
10	610.17	20	2,229.29

THE SHANGHAI COMMERCIAL & SAVINGS BANK, LTD.

HEAD OFFICE: 9 NINGPO ROAD
HONGKEW BRANCH: 15 N. SZECHUEN ROAD

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

Mail Notices

MAILS CLOSE
For U.S., Canada and Europe
Per C.M. s.s. China Sept. 22
For Europe
Per P. and O. s.s. Nankin Oct. 2
For Japan
Per N.Y.K. s.s. Omi M., Sept. 28
MAILS DUE
From U.S. and Canada
Per T.K.K. s.s. Siberia Maru Sept. 30
From Europe
Per P. and O. s.s. Dunera Oct. 6
From Japan
Per N.Y.K. s.s. Omi Maru Sept. 26

The Chinese American Bank of Commerce

(Commercial and Industrial Bank of China)
華美銀行

Established by American and Chinese capitalists under special charter of the Government of China issued April 12th, 1919.

U. S.
Authorized Capital $10,000,000.
Paid up Capital $5,000,000.

Head Office: PEKING
President, Hon. Chien Nen Shun
American Vice President,
James A. Thomas, Esq.
Chinese Vice President,
Hsu Un Yuan, Esq.

Correspondents in New York:
Chase National Bank
Hayden, Stone and Company
American Foreign Banking Corporation

The Bank is closely associated with a number of the leading financial institutions in the United States and has a wide connection of important capitalists in China, and is prepared to give financial facilities to assist its clients in initiating and developing solid commercial and industrial undertakings in China.

The Bank receives deposits; grants loans; issues drafts and makes telegraphic transfers; buys and sells foreign exchange; issues commercial and circular letters of credit; collects bills, checks and other documents; and does other general banking business.

SHANGHAI BRANCH
11 Nanking Road,
Telephones, Central 5841 and 5842.
Shanghai Manager, H. A. ALLEN
LOUIS SHEN,
SOOYIN K. SHEN,
Assistant Manager.

滙海實業銀行 Hwei Hai Industrial Bank, Ltd.

Founded and organized by Chang Chien and Chang Cha 1919

Head Office:
NANTUNGCHOW.
Shanghai Branch:
22 KIUKIANG ROAD

Capital $1,000,000

Tels: Managers' Office Cen. 5803
General Office: Cen. 5802

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars according to arrangement.

Credit granted on approved securities.

Savings accounts—4% per annum.

Every description of banking business transacted.

Chang Chien Jr.,
General Manager
S. S. Yang
Manager
C. C. Hsu
Sub-Manager
C. Chu
General Secretary
C. P. Chow
Manager Foreign Dep't

Shanghai Trust Co.

We undertake the duties of trustees; purchase and sale of property; take charge of rentals; and write fire and marine insurance at lowest current rates.

Shanghai Trust Co.
28 Kiangse Road, Shanghai.

Shipping Items

The P.M. s.s. West Selene was expected to leave San Francisco for Shanghai and ports on Monday.

The I-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Tatung left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.N. s.s. Tungchow left Tientsin for Chefoo, Weihaiwei and Shanghai on Thursday.

The I-C. s.s. Hangsang is expected to arrive in Shanghai from Tsingtao and Chefoo today.

The C.M. s.s. Hsinchang left Lungkow for Shanghai, Hongkong and Canton on Thursday.

The C.M. s.s. Feiching left Foochow for Shanghai Friday.

The Adl. Line s.s. Sugura left New York for Shanghai on Saturday, September 4.

The Adl. Line s.s. Naughs left New York for Yokohama on Thursday Sept. 16.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Chungking left Hankow for Shanghai on Friday.

The I-C. s.s. Kingsing is expected to arrive in Shanghai from Tientsin, Chefoo and Weihaiwei today.

The N.Y.K. s.s. Omi Maru left Moji for Shanghai on Friday and is expected to arrive at the N.Y. K. Wharf today.

The C.P.O.S. s.s. Empress of Russia was scheduled to sail from Vancouver on Thursday and is expected to arrive in Shanghai on October 8.

The Adl. Line s.s. Montague arrived at Yokohama from Manila on Wednesday and sailed for Portland on Thursday.

The M.M. s.s. Chief Mecanicien Mailhol, from Antwerp and Marseilles, left Singapore for Hongkong and Shanghai on Thursday and is expected to arrive in port on Wednesday, October 6.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.M. s.s. Hsinming left Tientsin for Chefoo and Shanghai on Friday.

The I-C. s.s. Hopsang is expected to arrive in Shanghai from Canton, Hongkong and Swatow tomorrow.

The N.Y.K. s.s. Wakanoura Maru left Nagasaki for Shanghai yesterday and is expected to arrive at the Wayside Wharf tomorrow.

The I-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Poyang will leave Hankow for Shanghai today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.N. s.s. Shuntien will leave Tientsin for Chefoo, Weihaiwei and Shanghai today.

The I-C. s.s. Kwongsang is expected to arrive in Shanghai from Wuhu on Thursday.

The E. and A. s.s. Eastern left Sydney for Hongkong and ports on Wednesday, September 22.

The P. and O. s.s. Dunera, from Bombay on September 16, is expected to leave Singapore for Hongkong and Shanghai at noon tomorrow.

The P. and O. s.s. Nankin is expected to leave Kobe for Shanghai on Wednesday.

The S.P. s.s. Changon left Hankow for Shanghai on Thursday.

The Blue Funnel s.s. Teiresias, from Liverpool, left Hongkong for Shanghai on Thursday.

The Adl. Line s.s. Hatchie left Batavia for Colombo on Wednesday.

The Adl. Line s.s. West Mahomet left Hongkong for Manila on Thursday.

The I-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Lueuyi will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Shanghai on Tuesday.

The I-C. s.s. Waishing will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Szechuen will leave Hongkong for Shanghai on Tuesday.

The C.N. s.s. Tean will leave Tsingtao for Shanghai on Tuesday.

The N.Y.K. s.s. Chikugo Maru will leave Moji for Shanghai tomorrow and is expected to arrive at the N.Y.K. Wharf on Wednesday.

The P. and O. s.s. Kashgar, from London on August 6, arrived in Shanghai yesterday morning and is docked at the Shanghai and Hongkew Wharf. The Kashgar willl sail for Kobe and Yokohama next Friday.

The Adl. Line s.s. Henry Steers arrived at Yokohama from New York on Thursday.

The Adl. Line s.s. West Hargrave arrived at Kobe from Yokohama on Thursday.

The Adl. Line s.s. Easterling arrived at Miike on Thursday.

The Adl. Line s.s. Iconium arrived at Manila from Hongkong on Friday.

The Adl. Line s.s. Cape may arrived at Manila from Hongkong on Friday.

The Adl. Line s.s. West Hassayampa left Singapore for Colombo on Friday.

The Adl. Line s.s. Bellflower left Nagasaki for Hongkong yesterday.

The Adl. Line s.s. Endicott left Yokohama for Kobe on Friday.

The Adl. Line s.s. Cross Keys left Manila for Kobe on Friday.

The Adl. Line s.s. West Raritans left Manila for Manchester on Friday.

The Adl. Line s.s. Western Knight left San Francisco for Moji on Wednesday, September 22.

The China Mail s.s. China, from Hongkong on Friday, is due to arrive at the China Marchants' Central Wharf about 7.30 o'clock tomorrow morning and will sail for Nagasaki, Yokohama, Honolulu and San Francisco at 10 o'clock Tuesday morning.

Sailed from Shanghai

For San Francisco
- Nanking ..... Aug. 26
- Nile ..... Aug. 31
- Tamaha ..... Sept. 2
- Durango ..... Sep. 6
- Imaly ..... Sept. 8
- West Inskip ..... Sept. 9
- Shinyo Maru ..... Sept. 9
- West Caddoa ..... Sept. 9
- Ecuador ..... Sept. 12
- Brave Couer ..... Sept. 16
- Satanta ..... Sep. 22

For Seattle
- Kashima Maru ..... Aug. 24
- Fushimi Maru ..... Sept. 15

For Tacoma
- Africa Maru ..... Sept. 1
- Alabama Maru ..... Sept. 24

For Portland, Or.
- West Keats ..... Aug. 26
- Waban ..... Aug. 26

For Los Angeles
- West Hika ..... Sep. 6

For Vancouver
- Monteagle ..... Ang. 21
- Empress of Russia .. Aug. 28
- Grace Dollar ..... Sept. 10
- M. S. Dollar ..... Sept. 11
- Empress of Japan .... Sept. 17
- Empress of Asia .... Sept. 25

For New York
- Birmingham City .... Sept. 8
- Cape May .... Sept. 13
- Calcutta Maru ..... Sept. 19

For Baltimore
- Elkridge ..... Sept. 24

For London etc.
- Plassy ..... Aug. 22
- Shidzuoka Maru .... Aug. 22
- Glenamoy ..... Aug. 23
- Protesilaus ..... Aug. 27
- Kaga Maru ..... Sep. 6
- Achilles ..... Sept. 10
- Jeypore ..... Sept. 11
- Glensanda ..... Sept. 12
- Kansas ..... Sept 14
- Yokohama Maru .... Sept. 16
- Awazi ..... Sept. 16
- Mentor ..... Sept. 19
- Khiva ..... Sept. 21
- Glenariffe ..... Sept. 23

For Liverpool
- Bellerophon ..... Aug. 21
- Cyclops ..... Sept. 9

For Hamburg
- Alps Maru ..... Sept. 9
- Nankai Maru ..... Sept. 17
- Crown City ..... Sept. 21

For Antwerp
- Keketticut ..... Sept. 24

For Marseilles
- Armand Behic ..... Sept. 11
- Paul Lecat ..... Sept. 22

For Trieste
- Innsbruck .....Aug. 31

For Calcutta
- Tanda ..... Sept. 9
- Gregory Apcar ..... Sept. 24

For Port Said
- West Hesseltine .. Aug. 25

For Bombay
- Dilwara ..... Sept. 13

Passengers Departed

Per C.N. s.s. Fengtien for Chefoo: Messrs. E. Mortimer Reid, P. Paterson, L. T. Donaldson; for Tientsin: Messrs. J. Knight, A. Komanoff, P. Massey, H. R. Chisholen, T. McDermott, N. R. Roushovsky, Mrs. B. Reid.

Per S.M.R. s.s. Sakaki Maru for Dairen: Mr. and Mrs. Semchersky, Mr. and Mrs. A. J. Souza, Mrs. Androushkeretch, Mrs. Chumakoff, Mrs. Riley and 2 children, Mrs. E. Selshkiner, Misses P. and K. Gurfinkel, Mrs. Kolachinsky, Mrs. Judah and son, Messrs. Che Kiu-ching, S. D. Chant, D. N. LeRoud, Duan, N. A. Kammnikoff, J. Marcovich, S. heshminzeff, Subbotovsky, S. Grebenstchikoff, G. A. Mosskovski, N. U. Yakommikoff, Ravikovitch, Y. Kroll.

Per C.P.O.S. s.s. Empress of Asia for Vancouver: Messrs. H. H. Arnold, J. G. Anderson, D. Alexander, J. M. Busch, J. W. Baldwin, Mr. and Mrs. H. A. Baldwin, Mrs. B. Frank Bennett and family, Mr. and Mrs. C. M. Bishop and family, Mrs. R. J. Corbett and family, Messrs. H. E. Campbell, Chien Chee-lung, R. J. Carter, Hon. E. S. Cunningham, Dr. and Mrs. J. P. Connelly, Mr. Y. H. Chu, Mr. and Mrs. E. T. Craig and family, Mr. A. Donney, Dr. N. L. Downs, Miss M. A. Dowling, Messrs. S. H. Ellis W. E. Estill, E. S. Ely, F. A. Fann'ng, C. C. Goodrich, S. Gatton, Mrs. E. F. Goodale and children, Mr. and Mrs. C. H. G. Greentree, Messrs. Hsu Un-yuen, J. M. Herrmann, Mrs. L. Kampff, Mr. and Mrs. J. Knottenbelt, Mr. E. Labansat, Misses H. Landeloos, H. Leeds, Messrs. M. Langlois, P. Langlois, Mr. and Mrs. W. L. Levison, Miss M. McQueen. Messrs. R. W. Macdonald, J. Mayer, Miss M. MacGregor, Mrs. A. F. McFarland, Miss Ruth McFarland, Messrs. S. F. Mei, H. A. Menjou, W. Melville, W. Manley, J. H. Clarke, Mrs. T. H. Montgomery and family, Mr. and Mrs. G. J. T. Newman, Mr. R. H. Parker, Miss Betty Parker, Miss Edith Patterson, Mr. and Mrs. D. P. Ricketts, Mr. and Mrs. E. Strassman, Hon D. Siffert, Miss J. Siffert, Mr. and Mrs. H. Schramli, Miss Dorris Scharmli, Mrs. D. V. Smith and daughter, Rev. C. G. and Mrs. Sparham, Mrs. C. E. Steward, Mrs. Anna Stuart, Mr. and Mrs. T. E. Simmang, Miss E. Simmang, Messrs. O. Shapar, N. Stevenson, B. Thurne, Mrs. R. S. Tenney and children.

Provisions Prices In Local Market.

Prices quoted are in Mexican dollar cents at Hongkew Market Compiled on September 21, 1920.

Butcher's Meat		
Beef	per lb.	14-20
Hutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	25-30
Cod	,,	18-20
Mandarin	,,	40-50
Mackerel	,,	25-30
Pomfret	,,	25-30
Salmon	,,	20-25
Samli	,,	none
Soles	,,	18-20
Whitebait	,,	25-30
Game, Poultry And Eggs		
Deer	each	none
Duck	,,	60-80
Eggs	per doz.	20-24
Hare	,,	none
Fowl	per lb.	20-25
Geese	each	60-90
Partridge	,,	none
Pheasant	,,	none
Pigeons	,,	16-18
Plover	each	none
Quail	,,	20-22
Snipe	,,	16-18
Teal	,,	20-22
Turkey	per lb.	45-50
Woodcock	each	none
Wild Duck	,,	45-50
Wild Geese	,,	none
Wild Pigeons	,,	none
Plover	each	none
Fruit		
Apricots	per lb.	none
Apples	,,	10-14
Bananas	,,	5-6
Cherrier	per lb.	none
Figs	per doz.	6-10
Grapes	per lb.	15-20
Lemons	each	7-8
Lichees	per lb	none
Mangoes	each	none
Oranges	per dozen	$1.00-$1.20
Peaches	per lb.	none
Pears	,,	10-14
Persimmons	,,	8-10
Peaches	,,	none
Pluma	,,	none
Pumeloes	each	15-18
Pineapples	,,	none
Strawberries	per lb	none
Walnuts	per lb.	18-20
Vegetables		
Artickokes	each	none
Asparagus	per doz	20-30
Broad Beans	per lb.	5-6
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	2-3
Egg Plant	per lb.	5-6
French Beans	per lb.	8-10
Green Corn	each	1-2
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	,,	3-4
Parsnips	per bunch	3-4
Peas	per lb.	none
Potatoes	per pic.	$1.60-$1.80
Spinach	per lb.	5-6
Tomatoes	,,	5-6
Turnips	per bunch	none
Grain And Flour		
Flour, American	50 lb.	$3.50
Flour, Australian	,,	$5.25
Flour, Shanghai	,,	$3.10
Rice	200 lb.	$16.00
Milk		
Foreign dairies	per bottle	10
Chinese dairies	,,	,,
Fuel		
House Coal	per ton	Tls. 17.50
Stove Coal	,,	Tls. 22.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

W. Kilner,
Chief Inspector.

Amusements

NEW HELEN
Haining Road

THE HOUSE FOR SERIALS

PROGRAMME FOR TODAY
Matinee And Evening
"The Mystery of 13"
9th and 10th Episodes
"Elmo the Mighty"
15th and 16th Episodes

PROGRAMME
for
MONDAY, 27th September
"Adventures of Maciste"
7th and 8th Episodes
"Elmo the Mighty"
17th and 18th Episodes
Final Four Parts

NEW CHANGE OF PROGRAMME
AT THE VICTORIA THEATRE For Sept. 26th
PRESENTING
PAULINE FREDERICK in

"THE HUNGRY HEART"
BURTON HOLMES in "SAMOA" and
"LADIES FIRST"
A Mack Sennett Comedy
Matinee Today at 3.15 p.m. Showing "THE HUNGRY HEART" and Two New Episodes of "THE CARTER CASE"

Amusements

ST. GEORGE'S
OPEN-AIR CINEMA
No. 217 Bubbling Well Road

Tonight Tonight
Pathe Orient Distributor
PRESENT
The charming Dramatic Star
FANNIE WARD
in Pathe Special feature
"Common Clay"
It's a gripping, sensational, interesting play of modern life.
It's a powerful protest against social unjustice.

Towa Cinema
No. 4 Woochang Road

PROGRAMME
for
26th September.
and
SUNDAY MATINEE
1. Turkey Army Sham Fight
Chinese Drama
2. COMEDY
SHI SHAN CHI
In 6 Parts

AMUSEMENTS

OLYMPIC THEATRE
Excellent New Programme
For Tonight
SHOWING
BURTON HOLMES IN "TRAVEL PICTURES"
DOUGLAS FAIRBANKS IN
"DOWN TO EARTH"
America's Greatest Exponent of the Smile in a Sparkling Comedy of Laughs, Smiles and More Laughs

AND
FATTY ARBUCKLE IN "FATTY IN CONEY ISLAND"
MATINEE: Today at 3.15 p.m.
SHOWING
"The Seven Swans" and "Fatty in Coney Island"

At the ISIS Theatre To-morrow
Tuesday, Wednesday and Thursday
WILLIAM DUNCAN
in
"The MAN of MIGHT"
A wonderful melodramatic serial in 15 episodes
Episode 10: "DOUBLE CROSSED"
Episode 11: "THE SHIP OF DREAD"
Episode 12: "THE VOLCANO'S PREY"
Charlie Chaplin in "A DAY'S PLEASURE"
Friday, Saturday and Sunday
CLARA KIMBALL YOUNG

in
"CHEATING CHEATERS"
Five parts. Select Picture
A PLAY THAT RAN TWO YEARS ON BROADWAY, NEW YORK.
Today's Matinee 3 p.m. "THE MAN OF MIGHT" Episodes 7, 8 and 9
Tonight The Last night NORMA TALMADGE in "THE HEART OF WETONA"
FANNIE WARD in "THE NARROW PATH"
Charlie Chaplin in "A DAY'S PLEASURE"

AT THE APOLLO THE HOME OF ART
ON MONDAY, TUESDAY AND WEDNESDAY,
September 27th, 28th and 29th
PATHE PRESENTS
One of the greatest productions! The picture that breaks all records!
The height of screen artistry!
Written by
A complete dramatization of the celebrated novel
EMILE ZOLA
ENTITLED
28 PARTS "WORK" 28 PARTS
TOLD IN
7 CHAPTERS AS 7 CHAPTERS
Chapter 1. "Work"
" 2. "The Apostolate"
" 3. "The Struggle"
" 4. "The Hymn to Work"
" 5. "Justice"
" 6. "Evolution of the People"
" 7. "Peace in Work"
This is an immense WORK in which the Master of Prodigious Descriptions ingenious imagination, STUDIES, ANALYSES and PROBES the EVILS of MODERN LIFE.
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who played in "The Count of Monte Cristo" and who was specially selected for this gigantic feature
CARRIES ON A CONGENIAL ROLE
It's a lively drama of immeasurable passion that grows in intensity scene by scene up to a breathless climax, a soul-stirring ending.
DON'T MISS SEEING EVEN A SINGLE PART
This is not a serial but a great story of real life

AT THE APOLLO ON THURSDAY,
FRIDAY, SATURDAY AND SUNDAY,
September 30th, October 1st, 2nd and 3rd
It's a wise Miss who knows how to hook a bashful Romeo.
Pinto had the right idea!
Fresh from the Wild and Woolly West, she hit high society like a tornado. And—Oh, Police!—what a riot!
And when she fell in love with a society Romeo, did she coyly wait for him to pop the question?
She went after him with a wicked-lookin' .45.—coiled a lariat right around his hard-boiled neck-band!
Then things began to happen.
SAMUEL GOLDWYN PRESENTS
MABEL NORMAND
IN
"PINTO"
Written and Directed by
Victor Schertzinger
It's a hilarious hurricane of Fun and Frolic!
Say! You never saw anything funnier and faster in your life.
Just watch this rip-snorting Buckaroo in spirits throw a bomb-shell of pep into high society. Just watch this lively lass lasso love.
Oh, Boy, she'll corral every laugh in your system.

MATINEE: TO-DAY at 3 p.m.
"FLAME OF THE DESERT"
7-part Drama Featuring
GERALDINE FARRAR
To avoid any disappointment book your seats in time
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SELECT PICTURE
The Charming Star
NORMA TALMADGE
AND EUG. O'BRIEN
in the Latest Select Picture
"BY RIGHT OF PURCHASE"
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The appealing story of the woman who built a barrier to her own happiness.

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangfoo, Captain Davy, will leave on **Sunday, September 26,** at midnight. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. Kianghsin, Capt. J. R. Milligan, will leave on **Monday, Sept. 27,** at midnight. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Shengking,** Captain McAdam, will leave from the French Bund on **Monday, Sept. 27,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Wosang,** 1,783 Tons, Captain Forrster, will sail for the above-mentioned ports from Old Ningpo Wharf on **Monday, Sept. 27,** at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung,** Capt. C. C. Williams, will leave from the French Bund on **Tuesday, Sept. 28,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Lanping,** 3,925 Tons, Captain Pinderson, will sail for the above-mentioned ports from Hunt's Wharf on **Tuesday, September 28,** at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Tel. C. 241. Extension to Freight and Passenger Departments.

PUKOW.—The China Navigation Co.'s Steamer **Shantung,** Captain Monkman, will leave on **Tuesday, Sept. 28,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking,** Captain G. D. S. Mills, will leave on **Wednesday, Sept. 29,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Laocho,** 2,868 Tons, Captain Woodgett, will sail for the above-mentioned ports from Hunt's Wharf on **Thursday, Sept. 30,** at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Tel. Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang,** Captain Carnaghan, will leave from the French Bund on **Thursday, Sept. 30,** at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Suiwo,** 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunt's Wharf on **Friday, October 1,** at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Telephone Central 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Weihing,** 1,864 Tons, Captain Christie, will sail for the above-mentioned ports from Old Ningpo Wharf on **Saturday, October 2,** at about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.,** General Managers. Telephone Central 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang,** Captain Pickard, will leave on **Saturday, October, 2,** at about 12 o'clock midnight. For Freight apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

For Southern Ports

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Suiyang,** Captain J. Gibbs, will leave from the French Bund on **Sunday, Sept. 26,** at 9 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking,** Captain A. E. Edwards, will leave from the French Bund on **Monday, September 27,** at 4:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Chenan,** Captain P. R. Pursiow, will leave from the French Bund on **Monday, Sept. 27,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. **Kiangteen,** Capt. D. D. Ross, will leave on **Tuesday, Sept. 28,** at 3:30 p.m. For Freight or Passage apply to **C.M.S.N. Co.**

WENCHOW.—The Str. **Haean,** Capt. T. H. Wallace, will leave on **Wednesday morning, Sept. 29,** For Freight or Passage apply to **C.M.S.N. Co.**

FOOCHOW.—The Str. **Feiching** Capt. J. Smith, will leave on **Wednesday morning, Sept. 29.** For Freight or Passage apply to **C.M.S.N. Co.**

AMOY, HONGKONG & CANTON.—The Str. **Kwangtah,** Capt. Stewart, will leave on **Wednesday morning, Sept. 29.** For Freight or Passage apply to **C.M.S.N. Co.**

AMOY.—The China Navigation Co.'s Steamer **Chinkiang,** Captain B. A. Thomson, will leave on **Wednesday, September 29,** at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning,** Captain H. A. Wavell, will leave from the French Bund on **Thursday, Sept. 30,** at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean,** Captain Wm. McDonald, will leave from the French Bund on **Saturday, Oct. 2,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Northern Ports

TIENTSIN Direct.—The Str. **Tungwah,** Capt. Newbery, will leave on **Sunday morning, Sept. 26.** For Freight or Passage apply to **C.M.S.N. Co.**

NEWCHWANG.—The China Navigation Co.'s Steamer **Holhow,** Captain H. P. Carver, will leave on **Sunday, September 26,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents. Tel. No. 77.

VLADIVOSTOK DIRECT:—The s.s. **Yamamitsu Maru** will be despatched from Shanghai on or about **Sept. 27th.** For freight or passage apply to Charles R. Shaw, Agent, 8 Jinkee Road, Telephone Central 1453.

VLADIVOSTOK DIRECT.—The s.s. **Shinyue,** Capt. Puchert will be despatched from Shanghai on or about **September 28th.** For Freight or passage apply to L. V. LANG, NO. 8 French Bund, (Telephone Nos: Central 1720 and 3059).

NEWCHWANG.—The China Navigation Co.'s Steamer **Ichang,** Captain Isbister, will leave on **Wednesday, Sept. 29,** at noon. For Fright or Passage. apply to **BUTTERIFLD & SWIRE,** Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Str. **Tungchow,** Capt. Harris, will leave from the French Bund on **Wednesday, Sept. 29,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN Direct.—The Str. **Hsinming,** Capt. Mackinnon, will leave on **Wednesday morning Sept. 29.** For Freight or Passage apply to **C.M.S.N. Co.**

TSINGTAO.—The China Navigation Co.'s Steamer **Yingchow,** Captain A. V. Harrison, will leave from the Watung Wharf on **Saturday, October 2,** at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO AND TIENTSIN.—The China Navigation Co.'s Str. **Shuntien,** Captain H. A. Walker, will leave from the French Bund on **Saturday, Oct. 2,** at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Sep. 26	—	Seattle	West Himrod	Am.	S. & Dix
Sep. 26	—	New York	Ajax	Br.	B. & S.
Sep. 27	—	San Francisco	†China	Am.	China Mail
Oct. 3	—	San Francisco	†Colombia	Am.	P.M.S.S. Co.
Oct. 8	—	Seattle, etc.	†Korea Maru	Jap.	T. K. K.
Oct. 9	—	San Francisco	†Katori Maru	Jap.	N. Y. K.
Oct. 10	—	Seattle	Endicott	Am.	Adl. Line
Oct. 12	—	Boston & N. York	Eldena	Am.	Adl. Line
Oct. 14	—	San Francisco	West Hepburn	Am.	Dollar Co.
Oct. 15	—	San Francisco	†Siberia Maru	Jap.	T.K.K.
Oct. 16	—	Seattle	West Jena	Am.	S. & Dix
Oct. 18	—	New York	Genoa Maru	Jap.	N. Y. K.
Oct. 23	—	Vancouver	†E. of Russia	Br.	C.P.O.S.
Oct. 23	—	San Francisco	West Ira	Am.	Dollar Co.
Oct. 24	—	Vancouver	Melville Dollar	Br.	Dollar Co.
Oct. 27	—	San Francisco	Archer	Am.	P.M.S.S. Co.
Oct. 30	—	San Francisco	West Harts	Am.	Dollar Co.
Oct. 30	—	Vancouver	†Monteagle	Br.	C.P.O.S.
Oct. 31	—	San Francisco	†Tenyo Maru	Jap.	T.K.K.
Nov. 2	—	Vancouver	Harold Dollar	Br.	Dollar Co.
Nov. 4	—	San Francisco	†Nanking	Am.	China Mail
Nov. 6	—	San Francisco	†Venezuela	Am.	P.M.S.S. Co.
Nov. 7	—	Seattle	W. of Montana	Am.	Adl. Line
Nov. 9	—	San Francisco	†Nile	Am.	China Mail
Nov. 12	—	Vancouver	†E. of Japan	Br.	C.P.O.S.
Nov. 12	—	Boston & New York	C. of Joliet	Am.	Adl. Line
Dec. 4	—	San Francisco	†Ecuador	Am.	P.M.S.S. Co
Dec. 18	—	Seattle, etc.	Fushimi Maru	Jap.	N.Y.K.

FOR JAPAN PORTS

Sep. 29	—	Moji, Kobe, Osaka	Omi Maru	Jap.	N.Y.K.
Sep. 30	—	N'saki, K., Y'hama	Wakanoura Maru	Jap.	N.Y.K.
Oct. 1	—	Kobe & Yokohama	Kashgar	Br.	M. M. & Co.
Oct. 2	—	Moji, Kobe, Osaka	Chikugo Maru	Jap.	N. Y. K.
Oct. 3	—	Kobe	Kitano Maru	Jap.	N.Y.K.
Oct. 6	—	Moji, Kobe, Osaka	Yamashiro Maru	Jap.	N. Y. K.
Oct. 7	—	N'saki, K., Y'hama	Hanasaki Maru	Jap.	N.Y.K.
Oct. 9	—	Moji, Kobe, Osaka	Yawata Maru	Jap.	N.Y.K.
Oct. 12	—	N'saki, K., Y'hama	Kasuga Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

Sep. 26	—	Trieste, etc.	†Hungaria	Ital.	D. & Co.
Sep. 28	—	Marseilles, etc.	E. Importer	Am.	P.M.S.S. Co.
Sep. 28	—	Liverpool, etc.	Eurypylus	Br.	B. & S.
Sep. 29	—	Liverpool, etc.	Tottori Maru	Jap.	N.Y.K.
Sep. 30	—	London, etc.	†Tamba Maru	Jap.	N.Y.K.
Oct. 2	—	London, etc.	†Nankin	Br.	M. M. & Co.
Oct. 2	—	Rotterdam, etc.	E. Planet	Am.	Adl. Line
Oct. 5	—	Liverpool, etc.	Titan	Br.	B. & S.
Oct. 7	—	Marseilles, etc.	†Armand Behic	Fr.	M. M. Cie
Oct. 8	—	Bombay, etc.	†Dunera	Br.	M. M. Co.
Oct. 10	—	Hamburg, etc.	Nagato Maru	Jap.	N.Y.K.
Oct. 11	—	London, etc.	Mishima Maru	Jap.	N.Y.K.
Oct. 14	—	London, etc.	Peleus	Br.	B. & S.
Oct. 16	—	London, etc	†Kashgar	Br.	M. M. & Co.
Oct. 17	—	Liverpool, etc.	Keemun	Br.	B. & S.
Oct. 21	—	Antwerp, etc.	Teiresias	Br.	B. & S.
Oct 21	—	Hamburg, etc.	Helenus	Br.	B. & S.
Oct. 24	—	Liverpool, etc.	Wakasa M.	Jap.	N. Y. K.
Oct. 28	—	Liverpool, etc.	Telamon	Br.	B. & S.
Oct. 30	—	Trieste, etc.	†Africa	Ital.	Dod & Co.
Nov. 4	—	Liverpool, etc.	Antilochus	Br.	B. & S.
Nov. 10	—	Rotterdam, etc.	E. Cloud	Am.	Adl. Line
Nov. 11	—	Antwerp, etc.	Elpenor	Br.	B. & S.
Nov. 13	—	Liverpool, etc.	E. Admiral	Am.	Adl. Line
Nov. 18	—	Antwerp, etc.	Atreus	Br.	B. & S.
Nov. 25	—	Liverpool, etc.	Telemachus	Br.	B. & S.
Dec. 2	—	Antwerp, etc.	Pyrrhus	Br.	B. & S.
Dec. 2	—	Liverpool	Orestes	Br.	B. & S.
Dec. 9	—	L'pool, G'gow	Menon	Br.	B. & S.

FOR SOUTHERN PORTS

Sep. 26	—	Hongkong, Manila	Cross Keys	Am.	Adl. Line
Sep. 26	10.00*	S. H'kong, C'ton	Suiyang	Br.	B. & S.
Sep. 26	9.00*	S. H'kong, C'ton	Hsin Peking	Br.	B. & S.
Sep. 27	10.00*	Hongkong, Canton	Chenan	Br.	B. & S.
Sep. 27	5.00	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Sep. 28	3.30	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Sep. 28	—	Wenchow	Haean	Chi.	C.M.S.N. Co
Sep. 29	—	Foochow	Feiching	Chi.	C.M.S.N. Co.
Sep. 29	—	A. H'kong, C'ton	Kwangtah	Chi.	C.M.S.N. Co.
Sep. 29	noon	Amoy	Chinkiang	Br.	B. & S.
Sep. 29	D.L.	S. H'kong, C'ton	Hangsang	Br.	J.M. & Co.
Sep. 30	noon	A. H'kong, C'ton	Sunning	Br.	B. & S.
Sep. 30	—	Hongkong	Siberia Maru	Jap.	T. K. K.
Oct. 2	D.L.	S. H'kong, C'ton	Tean	Br.	B. & S.
Oct. 6	—	Manila, Hongkong	Archer	Am.	P.M.S.S. Co.
Oct. 6	—	Hongkong	Monteagle	Br.	C.P.O.S.
Oct. 8	—	Manila, Hongkong	E. of Russia	Br.	C.P.O.S.
Oct. 16	—	Manila, Hongkong	Venezuela	Am.	P.M.S.S. Co.
Oct. 21	—	Hongkong	Nanking	Am.	China Mail

FOR NORTHERN PORTS

Sep. 26	10.00*	Newchwang	Holhow	Br.	B. & S.
Sep. 26	—	Tientsin	Tungwah	Chi.	C.M.S.N. Co.
Sep. 27	9.00*	Tsingtao, Dairen	Kobe Maru	Jap.	S.M.R. Co.
Sep. 27	—	Vladivostok	Yamashiro M.	Jap.	Ch. R. Shaw
Sep. 28	—	Vladivostok	Shinyue	Chi.	L. V. Lang
Sep. 29	D.L.	Tsingtao	Hopsang	Br.	J.M. & Co.
Sep. 29	noon	W'wei, C'foo, T'tsin	Kingsing	Br.	J.M. & Co.
Sep. 29	10.00*	W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
Sep. 28	noon	Newchwang	Ichang	Br.	B. & S.
Sep. 29	—	Tientsin	Hsinming	Chi.	C.M.S.N. Co
Oct. 2	D.L.	Tsingtao	Yingchow	Br.	B. & S.
Oct. 2	10.00*	W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.

FOR RIVER PORTS

Sep. 26	M.N.	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co
Sep. 27	M.N.	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Sep. 27	M.N.	Hankow, etc.	Wosang	Br.	J. M. & Co
Sep. 27	M.N.	Hankow, etc.	Shengking	Br.	B. & S.
Sep. 27	11.00*	Wuhu	Chihli	Br.	B. & S.
Sep. 23	10.00	Pukow	Shantung	Br.	B. & S.
Sep. 28	M.N.	Hankow, etc.	Loongwo	Br.	J. M. & Co.
Sep. 28	M.N.	Hankow, etc.	Tatung	Br.	B. & S.
Sep. 29	M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co
Sep. 29	M.N.	Hankow, etc.	Chungking	Br.	B. & S.
Sep. 30	M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Sep. 30	M.N.	Hankow, etc.	Cumtuck	Br.	J. M. & Co
Sep. 30	M.N.	Hankow, etc.	Poyang	Br.	B. & S.
Oct. 1	M.N.	Hankow, etc.	Suiwo	Br.	J. M. & Co
Oct. 1	M.N.	Hankow, etc.	Kiangsi	Br.	B. & S.
Oct. 2	M.N.	Hankow, etc.	Waishing	Br.	J.M. & Co.
Oct. 2	M.N.	Hankow, etc.	Wuchang	Br.	B. & S.
Oct. 3	M.N.	Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co
Oct. 4	M.N.	Hankow, etc.	Kiangyu	Chi.	C.M.S.N. Co.
Oct. 4	M.N.	Hankow, etc.	Kutwo	Br.	J.M. & Co.

† CARRYING MAIL.
* A. M. M.N.—MIDNIGHT D.L.—DAYLIGHT

CANADIAN PACIFIC OCEAN SERVICES LIMITED

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S.S. "SHENGKING" ..... sails September 27th, midnight.
S.S. "TATUNG" ..... sails midnight, Sept. 29th.
S.S. "CHUNGKING" ..... sails midnight, Sept. 29th.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtsze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "TUNGCHOW" ..... sails September 29th 10 a.m.
S.S. "SHUNTIEN" ..... sails October 2nd, 10 a.m.
S.S. "FENGTIEN" ..... sails Oct. 5th, 3 p.m.

FOR HONGKONG and CANTON via SWATOW and AMOY.
S.S. "CHENAN" ..... sails September 27th, direct.
S.S. "SUNNING" ..... (via Amoy) September 30th.
S.S. "TEAN" ..... Via Swatow, sails Oct. 2nd.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TSINGTAO.
S.S. "YINGCHOW" ..... sails Oct. 2nd.

FOR NINGPO.
S.S. "HSIN PEKING" ..... at 4.30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Taikoo Shipping Gazette" or apply to

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Passengers: Central No. 401.
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Monteagle Oct. 30	*Emp. of Russia Oct. 8
Emp. of Japan Nov. 12	†Emp. of Japan Oct. 31
	*Emp. of Asia Nov. 6

*Via Manila
†To Hongkong Direct

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S.S. Ecuador ... Dec. 4	S.S. Colombia ... Dec. 11

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T. K. K.

SHANGHAI BRANCH OFFICE

TOYO KISEN KAISHA.

(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE.

PROPOSED SAILINGS FROM SHANGHAI.

FOR SAN FRANCISCO

KOREA MARU ..... Oct. 8
SIBERIA MARU ..... Oct. 15
TENYO MARU ..... Oct. 31

FOR HONOKONG

SIBERIA MARU ..... Sept. 30

All steamers of this company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performance, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transporation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.
North China Insurance Co.'s Buildings.

Telephone No. 3229.

LLOYD TRIESTINO

Fast Passenger Service Regular Sailings
for
Trieste and Adriatic Ports
taking cargo on through Bill of Lading
to
Adriatic, Levant, Black Sea and Danube Ports.

Next sailings:—
S.S. "HUNGARIA" about Sept. 28
S.S. "AFRICA" about October 30
*Carrying Passengers.

DODWELL & CO., LTD.

Union Building. AGENTS Telephone C. 1698

CHINA MAIL S.S. CO., LTD.

PASSENGERS AND FREIGHT

Sailings From Shanghai

SUBJECT TO CHANGE

FOR SAN FRANCISCO
via Japan and Honolulu

S.S. "CHINA" (10,200 tons) ..... Sept. 27
S.S. "NANKING" (15,000 tons) ..... Nov. 4
S.S. "NILE" (14,000 tons) ..... Nov. 9

FOR HONGKONG DIRECT

S.S. "NANKING" ..... Oct. 21
S.S. "NILE" ..... Oct. 28
S.S. "CHINA" ..... Nov. 24

For further information regarding Passenger Fares, Sailings, Freight Rates, etc., apply to

F. H. BARRETT,
Agent.

Cable address "CHIMAIL" Phone "Central 4778"
Corner Szechuen and Kiukiang Roads.

GENERAL SHIPPING NEWS

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government

Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE MAIL SERVICE.

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles, London and Antwerp:—

	Tons		
TAMBA MARU	12,500	Capt. S. Natsuyama,	Sept. 30
MISHIMA MARU ...	16,000	Capt. K. Okamoto,	Oct. 11

EUROPEAN LINE CARGO SERVICE.

NAGATO MARU ...	12,000	Capt. K. Kurihara,	Oct. 10

For Marseilles and Liverpool via ports:—
For London, Rotterdam, and Hamburg via ports:—

TOTTORI MARU	12,000	Capt. S. Ito,	Sept. 29
NAGATO MARU ...	12,000	Capt. K. Kurihara,	Oct. 10
WAKASA MARU ...	12,500	Capt. N. Segawa,	Oct. 24
DAKAR MARU	10,000	Capt. M. Kobashi,	End of Oct.

VICTORIA AND SEATTLE

For Nagasaki, Kobe and Yokohama:—

KATORI MARU	19,000	Capt. K. Yoshikawa,	Oct. 8
FUSHIMI MARU ...	21,000	Capt. M. Machida,	Dec. 18

FOR YOKOHAMA (Via Nagasaki, Moji and Kobe).

WAKANOURA MARU	5,000	Capt. J. Fujisawa,	Sept. 30
HANASAKI MARU ..	3,000	Capt. T. Fukaura,	Octo. 7
KASUGA MARU	7,000	Capt. S. Iriye,	Oct. 12

FOR KOBE

KITANO MARU	16,000	Capt. F. E. Cope,	Oct. 3

KOBE TO SEATTLE

KASHIMA MARU ..	19,000	Capt. K. Itsuno,	Nov. 6

FOR SHANGHAI, MOJI, KOBE AND OSAKA LINE (Via Moji).

OMI MARU	7,000	Capt. S. Kishimoto,	Sept. 29
CHIKUGO MARU	5,500	Capt. K. Hayashi,	Oct. 2
YAMASHIRO MARU	7,000	Capt. S. Takano,	Oct. 6
YAWATA MARU	7,000	Capt. S. Shinohara,	Oct. 9

FOR NEW YORK (Via Panama).

GENOA MARU		Capt. K. Ogura,	Oct. 18

FOR HONGKONG.

KATORI MARU ...	19,000	Capt. K. Yoshikawa,	Dec. 17

FOR MANILA AND HONGKONG.

KASHIMA MARU ..	19,000	Capt. K. Stouno,	Jan. 8, 1921

AUSTRALIAN LINE (Sailing From Hongkong).

Regular Four-Weekly Service between Japan ports and Australia (calling at Manila),

NIKKO MARU	10,000	Capt. J. Kusano,	Oct. 20
AKI MARU	12,500	Capt. G. Shinomiya,	Nov. 17
TANGO MARU	14,000	Capt. S. Nishimura,	Dec. 22

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
I. MATSUDAIRA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

HOLLAND - EAST ASIATIC SERVICE

REGULAR MONTHLY SERVICE FROM

Japan Ports, Shanghai and Hongkong to Amsterdam, Rotterdam, Hamburg and Bremen., Sailings subject to alterations.

FOR	STEAMER	LOADING on/or about
Amsterdam and Hamburg	"BAARN"	September
Rotterdam and Hamburg	"TJIMANOEK"	18 October
Amsterdam and Hamburg	"KANGEAN"	20 November
Rotterdam and Hamburg	"ALCHIBA"	17 December
Amsterdam and Hamburg	"BORNEO"	18 January

For full particulars, please apply to

HOLLAND CHINA TRADING CO.
Agents.
43, Kiangse Road, Shanghai. Telephone, Central 4754

BARBER STEAMSHIP LINES, INC.

FOR LONDON, ANTWERP @ LIVERPOOL
S.S. "Eastern Admiral" Nov. 18

FOR LONDON - ANTWERP - ROTTERDAM
S.S. "Eastern Planet" Oct. 2 S.S. "Eastern Cloud" Nov. 10

FOR BOSTON AND NEW YORK
S.S. "Eldena" Oct. 12 S.S. "City of Joliet" Nov. 12

For rates and particulars apply to

THE BARBER S. S. LINES, INC.
THE ADMIRAL LINE, Agents.
Szechuen Road. Telephone C. 1471

STRUTHERS & DIXON
INCORPORATED

Pacific representatives and operators

Green Star Line

TRANS-PACIFIC SERVICE

Due INWARD Steamer	Date	Sailing OUTWARD Steamer	Date
S.S. Eastern Trader*	Sep. 22	S.S. West Himrod†	Sep. 26
S.S. West Jena	Sept. 24	S.S. West Jena†	Oct. 16
		S.S. Eastern Trader*	Oct. 22

*San Francisco †Seattle

ATLANTIC SERVICE

Due INWARD Steamer	Date	Sailing OUTWARD Steamer	Date
S.S. Chipchung	Sep. 22	S.S. Chipchung†	Sep. 24
S.S. Woonsocket	Oct. 5		

†Via Panama Canal

EXECUTIVE OFFICE FOR THE FAR EAST
Shanghai, China
C. S. HOLMES, Asst. General Manager.

SHANGHAI OFFICE
7 Jinkee Road Tel. Cent. 2557
W. B. Lunt, Agent.

Telegrams "DIXTRUTH"

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
Y.P.D.W.	June 25	Cockchafer	Br. gun-boat
B.N.B.	Stp. 24	Cricket	Br. gun-boat
U. S. N. B.	Sep. 18	Elliot 146	Am. destroyer
U. S. N. B.	Sep. 18	Greer 145	Am. destroyer
	Sep. 23	Hawkins	Br. cruiser
U. S. N. B.	Sep. 18	Lea 118	Am. destroyer
O D	June 26	Manta	Br. gun-boat
S'chow Creek	Oct. 29	M.A.S. 226	Ital. sub-chaser
S'chow Creek	Oct. 29	M.A.S. 227	Ital. sub-chaser
I C	Sep. 13	Seb. Caboto	Ital. gun-boat
U. S. N. B.	Sep. 18	Tarbell 142	Am. destroyer
S P	Sep. 18	Villalobos	Am. gunboat
O D	Sep. 10	Woodlark	Br. gunboat
U. S. N. B.	Sep. 18	Yarnall 143	Am. destroyer

P. & O., British India, Apcar, E. & A. S. S. Lines

(Companies Incorporated in England)

FOR MARSEILLES, LONDON AND ANTWERP via HONGKONG, STRAITS, CEYLON, EGYPT

S.S. "NANKIN"	October 4th
S.S. "KASHGAR"	October 18th
S.S. "NOVARA"	November 8th
S.S. "NELLORE"	November 22nd
S.S. "SOMALI"	December 6th
S.S. "DEVANHA"	December 13th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DUNERA"	October 10th
S.S. "DILWARA"	November 10th

These vessels convey a limited number of 1st Saloon passengers for EUROPE, transhipping to one of the Indian Mail Steamers at Bombay.

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "TANDA"	September 25th
S.S. "OREGORY APCAR"	October 9th
S.S. "TORILLA"	October 23rd
S.S. "TAKADA"	October 31st

FOR SYDNEY from HONGKONG

S.S. "ST. ALBANS"	October 4th
S.S. "EASTERN"	October 30th

P. & O. and B.I.S.N. Co.'s tickets interchangeable.

Steamers and sailing dates are liable to be altered or cancelled without notice.

For particulars regarding Freight or Passage, apply to

MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: General: Central 160
Passage: Central 2516
Freight: Central 2069

S.S. "WEST NIVARIA"

8,800 tons D. W. Capacity. Oil burner. U.S.S.B. boat

Sailing from Shanghai, Sept. 30th

CHINA PACIFIC CO.
Agents for
Columbia Pacific Shipping Co.
and
Sudden and Christenson
Cargo Service between
PORTLAND, OREGON
and
SHANGHAI, TSINGTAO, TIENTSIN and DAIREN

Through bills of lading to the principal cities of the United States and Canada.

For information as to freight rates, etc., apply to:—

C. L. Seitz, General Agent
Telephone C. 463
6 Kiukiang Road, Shanghai, 4th Floor.

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)

SAILINGS FROM SHANGHAI

EUROPEAN LINE, For Marseilles, London, Antwerp, Rotterdam and Hamburg via Hongkong, Singapore and Colombo.

	Tons	Capt.	Arrive	Leave.
*ATLAS MARU	15,000	H. Uyeda,	Sept. 22	Sept. 24

NEW YORK LINE, For San Francisco, Panama and Cuba via Japan Ports.

*HAGUE MARU ...	15,000	K. Kitano,	Nov. 2	Nov. 4

PUGET SOUND LINE, For Tacoma, Victoria, Seattle and Vancouver via Nagasaki, Kobe and Yokohama.

FOR HONGKONG.

MANILA MARU	18,000	I. Hamada,	Oct. 3	Oct. 4

FOR NORTH CHINA PORTS, For Dairen via Tientsin.

FOR FORMOSA, For Takao via Keelung.

KOHOKU MARU ...	5,000	T. Akazawa,	Oct. 3	Oct. 5

Those steamers marked* have no passenger accommodation.

The Company also runs numerous steamers from Japan to Principal Ports of the world.

Through freight booked from Shanghai for Transhipmept at Kobe.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund. Tel. Nos. Central 4233, 4234 and 4235.
O.S.K. Yangtszepoo Wharf. Tel Nos. East 208 and 212. Tel. Address: SHOSEN, Shanghai.

Information For Mariners

SUNDAY, SEPTEMBER 26, 1920

(The evening tides are higher than the morning tides, they are about equal at noon and midnight).

Approximate rise, at springs 4 1/4 ft; at neaps, 5 ft.
fall, at springs 8 1/4 ft; at neaps, 7 1/2 ft.

A.M. Time	Range	P.M. Time	Range
11h. 24m.	8ft. 3in.	11h. 40m.	8ft. 11in.

High Water at Tungsha Lightship
(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 ft; approximate fall, 7 ft.

A.M. H	M	P.M. H	M
10	12	10	30

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises	Moon Sets	Sun Rises	Sun Sets	Daylight	Dark
4 36 p.m.	3 53 a.m.	5h. 51m.	5h. 51m.	5h. 6m.	6h. 36m.

Mean Barometric Pressure at Shanghai
For September 19.90in.
759.6mm.

Arrivals

Date		From	Ships Name	Flag	Agents
Sep.	25	Ningpo	Kiangteen	Chi.	C.M.S.N. Co
Sep.	25	Tientsin	Irene	Chi.	C.M.S.N. Co
Sep.	25	Newchwang	Taishun	Chi.	C.M.S.N. Co.
Sep.	25	Swatow	Holhow	Br.	B. & S.
Sep.	25	London, etc.	Kashgar	Br.	M. M. & Co.
Sep.	25	Japan	Shini Maru	Jap.	M.B.K.
Sep.	25	Hongkong	Kwangtah	Chi.	C.M.S.N. Co
Sep.	25	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co
Sep.	25	Hankow, etc.	Shengking	Br.	B. & S.
Sep.	25	Hankow, etc.	Taehang Maru	Jap.	N.K.K.
Sep.	25	Yokohama	Hungaria	Ital.	D. & Co.
Sep.	25	Cruise	Chuentiao	Chi.	Customs
Sep.	25	Hongkong	E. of Asia	Br.	C.P.O.S.
Sep.	25	Japan	Kaitsu Maru	Chi.	Ch. R.Shaw
Sep.	25	Japan	Satsuki Maru	Jap.	K. M. A.

DOLLAR LINE

REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE

MANILA—HONGKONG—SINGAPORE—SHANGHAI TO AMERICA

SAILINGS FOR SAN FRANCISCO

S.S. "West Hepburn"	Oct. 14th
S.S. "West Ira"	Oct. 23rd
S.S. "West Harts"	Oct. 30th

SAILINGS FOR VANCOUVER

S.S. "Melville Dollar"	Oct. 24th
S.S. "Harold Dollar"	Nov. 2nd

SAILINGS DIRECT FOR NEW YORK

S.S. "Melville Dollar"	Oct. 24th
S.S. "Harold Dollar"	Nov. 2nd

Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada.

For further information as to Freight Rates, etc. apply to

THE ROBERT DOLLAR COMPANY
Union Building, Canton Road
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MACKENZIE & CO., LTD'S

S. S "LOONG MOW"

Lieut.-Commander S. Hall, R.N.R. (Captain).

The "Loong Mow" is a new steamer expressly constructed for the run between Ichang and Chungking and is fitted with every modern convenience for passengers. She has large, airy, state bedrooms, electric light and fans throughout.

Regular connection will be maintained with Messrs. Butterfield and Swire's steamers at Ichang during the season.

Through tickets may be booked from Shanghai to Chungking.

For Freight and/or Passage apply to:—

BUTTERFIELD & SWIRE
Telephone Central Nos. 77 and 461.

VESSELS IN HARBOR AND AT WOOSUNG

Date		From	Ships Name	Flag	Agents
Dec.	6	Chinwangtao	Indigirka	Rus.	R.V.P.
Jan.	19	Japan	Kojo Maru	Jap.	Kaiyosha
Mar.	22	[illegible]	Chinkiang	Chi.	W. & Co.
May	30	Japan	Tosa Maru 10	Jap.	
July	4	Chinwangtao	Harbin		
July	18		Yoro Maru	Jap.	M. S. K.
July	10		Friesland	Dut.	
July	27		Anian	Chi.	A.P.Co.
Aug.	5		Admiralsinsel	Am.	A. Line
Sep.	3	Chinwangtao	Pasgat	Chi.	S.P.S.N. Co.
Sep.	9	Cruise	Lieg	Chi.	Customs
Sep.	11	Nanking	Scharnhorst	Fr.	M. M. Cie
Sep.	12	Tientsin	Hsinan	Chi.	C.M.S.N. Co.
Sep.	13	Japan	Taishin Maru	Jap.	M.B.K.
Sep.	14	River ports	Aquarius	Am.	S. & Dix.
Sep.	15		C. of Dunkirk	Br.	J.M. & Co.
Sep.	16	Swatow	Wenchow	Br.	B. & S.
Sep.	16	Hankow, etc.	Tatung	Br.	B. & S.
Sep.	16	Japan	Ayase Maru	Jap.	
Sep.	18		Fujisan Maru	Jap.	M.B.K.
Sep.	19	Hankow, etc.	Tachi Maru	Jap.	N. P. K.
Sep.	19		Santen Maru	Jap.	M.B.K.
Sep.	19		Ryusho Maru	Jap.	M.B.K.
Sep.	20	Liverpool, etc.	Ajax	Br.	B. & S.
Sep.	21	Dairen	Georgy	Rus.	R. V. P.
Sep.	21	Vancouver	Harold Dollar	Br.	Dollar Co.
Sep.	21	Nanking	Shinping	Chi.	S.P.S.N. Co.
Sep.	21	Liverpool, etc.	Stentor	Br.	B. & S.
Sep.	22		Chihsing	Chi.	T.Y.S.S. Co.
Sep.	22	Japan	Juho Maru	Jap.	M.B.K.
Sep.	22	Yokohama	Bagrn	Dut.	H. C. T. Co.
Sep.	22	Chefoo	Sara Thompson	Am.	
Sep.	23	San Francisco	Eastern Trader	Am.	S. & Dix
Sep.	23	Vancouver	Mattawa	Br.	C.P.O.S.
Sep.	23	Hamburg, etc.	Radja	Dut.	H. C. T. Co.
Sep.	23	Japan	Atlas Maru	Jap.	O. S. K.
Sep.	23	Japan	Penza	Rus.	R.V.P.
Sep.	23	Hankow	Tsingtah	Chi.	C.M.S.N. Co
Sep.	24		Fuklen		
Sep.	24	Tsingtao	Chienan	Br.	B. & S.
Sep.	24		Ibuki Maru	Jap.	
Sep.	24	Foochow	Kienshin	Br.	W. & Co.
Sep.	24	Newchwang	Tungwah	Br.	C.I. & E.L. Co.
Sep.	24	Baltimore	Chipchung	Am.	S. & Dix.
Sep.	24	Copenhagen	Australian	Dan.	E.A. Co.
Sep.	24	Wenchow	Haean	Chi.	C.M.S.N. Co.
Sep.	24	Hankow, etc.	Woosung	Br.	B. & S.
Sep.	24	Hankow, etc.	Kiangfoo	Chi.	C.M.S.N. Co.
Sep.	24	Hankow, etc.	Nanyang Maru	Jap.	N.K.K.
Sep.	24	Pukow	Suiyang	Br.	B. & S.
Sep.	24		Shinsei Maru	Jap.	K. M. A.
Sep.	24	Japan	Nase	Jap.	M.B.K.
Sep.	24	Chinwangtao	Hero	Nor.	S.P.S.N. Co.
Sep.	25	Tientsin	Irene	Chi.	C.M.S.N. Co.
Sep.	25	Newchwang	Taishun	Chi.	C.M.S.N. Co.
Sep.	25	Swatow	Holhow	Br.	B. & S.
Sep.	25	London, etc.	Kashgar	Br.	M. M. & Co.
Sep.	25	Japan	Shini Maru	Jap.	M.B.K.
Sep.	25	Hongkong	Kwangtah	Chi.	C.M.S.N. Co.
Sep.	25	Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Sep.	25	Hankow, etc.	Shengking	Br.	B. & S.
Sep.	25	Hankow, etc.	Taehang Maru	Jap.	N.K.K.
Sep.	25	Yokohama	Hungaria	Ital.	Dod. & Co.
Sep.	25	Cruise	Chuentiao	Chi.	Customs
Sep.	25	Japan	Kaitsu Maru	Jap.	Ch. R. Shaw
Sep.	25	Japan	Satsuki Maru	Jap.	K.M.A.

Departures

Date		From	Ships Name	Flag	Agents
Sep.	24	Tientsin, etc.	Kwangping	Br.	K.M.A.
Sep.	24	Tacoma, etc.	Alabama Maru	Jap.	O. S. K.
Sep.	25	Hankow, etc.	Tehhsing	Chi.	S.P.S.N. Co.
Sep.	25	Hankow, etc.	Nganking	Br.	B. & S.
Sep.	25	Hankow, etc.	Tuckwo	Br.	J. M. & Co.
Sep.	25	Hankow, etc.	Tatoo Maru	Jap.	M.B.K.
Sep.	25	Tsingtao	Tean	Fr.	B. & S.
Sep.	25	Taingtao	Yetzan Maru	Jap.	K. Shosai
Sep.	25	Native Customs	Kwangchi	Chi.	C.M.S.N. Co.
Sep.	25	Dairen	Sakaki Maru	Jap.	S.M.R. Co.
Sep.	25		Kyodo Maru	Jap.	M.B.K.
Sep.	25	Otaru	Sapporo M. 3	Jap.	M.B.K.
Sep.	25	Tientsin, etc.	Fengtien	Br.	B. & S.
Sep.	25	Japan	Pembrokeshire	Br.	G. L. E. A.
Sep.	25	Japan	Yawata Maru	Jap.	N. Y. K.
Sep.	25	Tsingtao	Yekishin Maru	Jap.	S. M. R. Co.
Sep.	25	Tientsin, etc.	Tonglee	Chi.	Ch. R. Shaw
Sep.	25	Vancouver	E. of Asia	Br.	C.P.O.S.
Sep.	25	Ningpo	Kiangteen	Chi.	C.M.S.N. Co

Vessels Due

Chekiang, *Tientsin*	Oct.	2
Chikugo Maru, *Japan*	Sep.	29
China, *Hongkong*	Sep.	27
Chungking, *Hankow*	Sep.	27
Colombia, *Hongkong*	Oct.	3
Fengtien, *Tientsin*	Oct.	3
Feiching, *Foochow*	Sep.	26
Hangsang, *Chefoo*	Sep.	26
Hopsang, *Hongkong*	Sep.	27
Hsinming, *Tientsin*	Sep.	27
Hsin Peking, *Ningpo*	Sep.	26
Hwahta, *Hankow*	Oct.	1
Hanasaki Maru, *Japan*	Oct.	4
Kiangyu, *Hankow*	Oct.	2
Kiangyung, *Hankow*	Sep.	27
Kiangwah, *Hankow*	Sep.	28
Kingsing, *Tientsin*	Sep.	26
Kitano Maru, *London*	Oct.	1
Kutwo, *Hankow*	Oct.	2
Kwongsang, *Wuhu*	Sep.	30
Kiangteen, *Ningpo*	Sep.	28
Kiangfoo, *Hankow*	Oct.	4
Loongwo, *Hankow*	Sep.	26
Luenho, *Hankow*	Sep.	29
Luenyi, *Hankow*	Sep.	30
Ningshao, *Hankow*	Oct.	1
Ngankin, *Hankow*	Oct.	3
Omi Maru, *Japan*	Sep.	26
Poyang, *Hankow*	Sep.	29
Shuntien, *Tientsin*	Sep.	29
Siberia Maru, *S. Francisco*	Sep.	30
Sunning, *Hongkong*	Sep.	27
Suiwo, *Hankow*	Sep.	30
Szechuen, *Hongkong*	Oct.	2
Sinkiang, *Hongkong*	Oct.	4
Tatung, *Hankow*	Sep.	26
Tean, *Tsingtao*	Sep.	30
Teiresias, *Liverpool*	Sep.	27
Tungchow, *Tientsin*	Sep.	26
Tuckwo, *Hankow*	Oct.	3
Waishing, *Hankow*	Oct.	1
Wakanoura Maru, *Japan*	Sep.	27
Wuchang, *Hankow*	Oct.	1
Woosung, *Hankow*	Oct.	4
Yingchow, *Hongkong*	Sep.	30
Yamashiro Maru, *Japan*	Oct.	2

Siccawei Weather Reports

24.—Three low centers, attended with as many cyclonic systems, nearly equidistant along the 15th parallel: one in Annam, one off the E coast of Luzon, one to the W of Guam. Their general motion is towards WNW. Moderate anticyclone in Japan. Variable breezes with calms, to the N of the Formosa Strait. Hot and damp atmosphere; continuous lightning at night.

25.—Showers during the night. Cooler morning but with much humidity and mist. The breeze keeps on blowing from the N quarter; the pressure is normal and steady.

FRANK WATERHOUSE & CO.

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and
NEW YORK SERVICE
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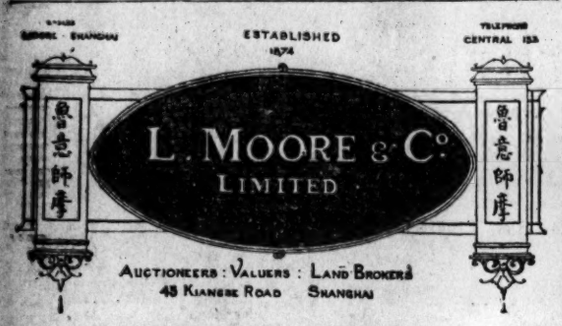
All Advertisements must be Prepaid

Replies must be called for



AUCTION INDEX

Tuesday, September 28th.—New Household Furniture, Glassware in special designs, Glass centre pieces for electric lights, etc., in Salesroom at 10 a.m. and 2.30 p.m.

Wednesday, September 29th.—Useful Household Furniture and Sundries in back Salesroom at 10 a.m.

Wednesday, September 29th.—Sundry Sound and damaged cargo in godown at 2.30 p.m.

Friday, October 1st.—Superior and Substantial Furniture at 33 Quinsan Road at 10 a.m.

Friday, October 1st.—A selection of Books on China, &c. belonging to D. Siffert Esq., Consul General for Belgium, the late Mr. J. P. Moore and others, in Upper Salesroom at 2.30 p.m.

Saturday, October 2nd.—A Good general collection of Postage Stamps in Upper Salesroom at 2.30 p.m.

Monday and Tuesday, October 4th and 5th.—Superior and Substantial Household Furniture, etc., at 104 Bubbling Well Road.

Monday and Tuesday, October 18th and 19th.—Excellent Household Furniture and accessories at 170a Bubbling Well Road.

The American Consulate-General will be closed to public business on Monday, September 27, 1920, on the occassion of the Mid-Autumn Festival.

M. F. PERKINS,
American Consul in Charge.

32380

COMMUNITY CHURCH

(American Song Service)

A business meeting for the purpose of adopting a constitution and electing officers of the new COMMUNITY CHURCH will be held at the Masonic Hall, 30 The Bund, today, September 26th at 5.00 o'clock. All persons who have signed the bond of union or who desire to become affiliated with the new organisation either as active, associate or contributing members are urged to be present.

THE COMMITTEE.

32186

"DAISY" BRAND AND "MEADOW" BRAND FRESH BUTTER

in one pound pats
may be obtained from all
leading Storekeepe s

TINNED BUTTER

HAZEL WOOD

BRAND

Finest Ameri.an B tter i
on and two pound full
weight tins

Per ca e o 24 2 . . . $49.00
Per case of 48 1 b tin . 51.00

Geddes & Co.,
Limited.
IMPORTER
5 Peking Road Tel. 346

Business and Official Notices are Continued on Page 23

Notice to Russians

On Sunday, 26th September, at 3 o'clock in the afternoon, a pedagogical meeting will be held in the green room of the Russian Consulate General.

Parents, teachers and, generally, all people who take interest in these affairs, are invited. The opening of the Russo-English school will be discussed, and the election an executive committee will take place.

THE COMMITTEE.

32387

NOTICE

The Russo-Asiatic Bank beg to inform the public that, since January 1918, when the Board of Directors was transferred to Paris, all the Branches of the Russo-Asiatic Bank in China have been placed under French protection.

32382

An Opportunity

For sale, a Hotel (furnished), 6 bedrooms, large bar, and dining room. Situated in the main street of Bangkok, capital of Siam. Owner retiring after 20 years. For particulars, apply to I. Shainin and Co., 10 Kiukiang Road.

32377

TO LET

New Concrete Godown
in
Central District

Apply to
THE BEN BUILDING CO.
No. 25 Avenue Edouard VII.

32385

LOMBIO
CURES
PILES
Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draw out the heat from the inflamed tissues and effects a permanent cure

To be obtained from local agent

Shanghai Dispensary
24 Foochow Road, Shanghai
Sole Proprietors:
LOMBIO COMPANY,
15, New St. Bishopsgate, London, E.C.
New stock has now arrived

DID YOU KNOW THAT WE HAVE IN STOCK

Gd. BOURGOGNE MOUSSEUX SPARKLING MACON?

It is shipped by Messrs. Collin and Bourisset and is excellent.

Also
Messrs. Heidsieck and Co.'s (Reims)
MONOPOLE CHAMPAGNE
(Red Top)

There is no reason why you should not have the finest wines, spirits, and liqueurs.

We have the best in stock always.

GARNER, QUELCH & CO.
Tel. C. 2021 73, Szechuen Rd.

New French Government Loan 6%

The Banque de L'Indo-Chine beg to inform the public that a new French Government Loan will be issued from 20th October to 30th November 1920.

Subscriptions will be received from this day at the following conditions:

Interest: 6 francs per 100 francs capital (Perpetual).

Price of issue: 100 francs, payable in full on the date of subscription.

Bons de la Defense Nationale; Bons du Tresor; Obligations de la Defense Nationale and Rente Amortissable 3 %, will be received in paym.

The following will also be accepted in payment, but only up to one half of the amount subscribed for: Rente Francaise 5% 1915, 1916 and 1920; 4% 1917 and 1918.

The best conditions of exchange will be granted by

THE BANQUE DE L'INDO-CHINE

31823

For Sale at Half Price

International Savings Bond one year paid up—has won 2 prizes. Apply to Box 760, THE CHINA PRESS.

32366

SITUATIONS WANTED

FOREIGN lady wishes work after office hours in bookkeeping, typing, etc. Please apply to Box 720, THE CHINA PRESS.

32303 S. 28

A young lady, at present employed, desires position as typist. Understands filing and office routine, and has a fair knowledge of code work. Willing to begin for $150. Apply to Box 763, THE CHINA PRESS.

32372 S. 28

RELIABLE, clean Chinese cook, desires position as mess supplier. Moderate terms. Advertiser possesses many references from former employers. Apply to Box 761, THE CHINA PRESS.

32369 S. 29

ANY lady travelling to Peking can secure the services of a clean and honest amah. Apply for particulars to Box 763, THE CHINA PRESS.

32375 S. 26

YOUNG man, Eurasian, seeks position. Ability typing, cabling and general office work. Salary Tls. 75. Apply to Box 749, THE CHINA PRESS.

32348 S. 26

POSITION WANTED by young Chinese, having ten years experience in insurance and general office work. A.1. reference. Please apply to Box 707, THE CHINA PRESS.

32285 S. 28

ENGINEER, mechanical and constructional, university graduate, wishes position. Salary moderate, no objection to outport or interior. Apply to Box 724, THE CHINA PRESS.

32309 S. 29

POSITION as typist or telephone operator by young British lady. Experience 2 years with large engineering concern. Reply to Box 715, THE CHINA PRESS.

32296

ENGLISH lady, experienced typist, fair knowledge shorthand, good linguist, seeks position immediately, preferably Peking or Tientsin. Address L. H., 28 Rue Montauban, Shanghai.

32327 S. 26

COMPETENT, experienced stenographer, own machine, desires work to do at home. Apply to Box 735, THE CHINA PRESS.

32339 S. 26

FOR AMERICAN, BRITISH AND CHINESE

METALS, HARDWARE & SUNDRIES

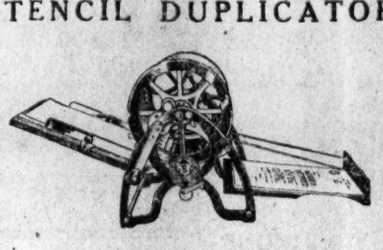
PHONE OR WRITE TO

W. Z. ZEE & SONS

(ZUNG LEE & SONS, ESTABLISHED 1895)
SHANGHAI

ROTOSPEED

STENCIL DUPLICATOR



No Type or Trouble

The Rotospeed stencil is prepared quickly and easily. Typewrite your letters on a sheet of stencil paper; attach the stencil to the Rotospeed and turn the handle. That's all. A child can do it.

Prints on any size, weight or kind of paper from a 3x5 inch ruled index card to a 8½x16 in. sheet.

Only One Model

There are no accessories or higher priced models. The price includes full equipment and sufficient supplies for printing twenty-four different jobs. The saving on this much work will pay for the Rotospeed.

THE OFFICE APPLIANCE CO.

Phone Central 4778 — SPECIALISTS IN OFFICE EQUIPMENT — Cable Add. Hackbauch
32 Nanking Road, Shanghai

Stewart V-RAY SEARCHLIGHT

A Real Searchlight for Every Car

It is designed with scientific accuracy to project an intense, piercing "searchlight" beam.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

The Connolly Land and Oil Co.

Owing to adverse comment caused by a recent advertisement inserted in this paper by G. J. Gorman, the directors of the Company desire to state that the gentleman named was one of the original incorporators of the Company, was elected a director of the Company, attended all meetings of the Board as a director, and signed his name to receipts and documents as a director. The printed advertisement was the first and only intimation the Company had of the gentleman's intention to resign, and the advertisement erroneously intimates that his name was used without his knowledge or consent. Mr. Loh Tsung-pao of Ningpo-Shaohsing S. N. Co. has been elected to take the place of Mr. Gorman on the Board.

September 24th, 1920. G. T. LLOYD, Secretary.

SITUATIONS WANTED

AN American, middle-aged, ex-service man, seeks employment as godown-keeper, watchman or general office work. Good penman and accurate at figures. Apply to Box 740, THE CHINA PRESS.

32334 S. 26

EXTRA work required after office hours by an efficient accountant and bookkeeper. Apply to Box 738, THE CHINA PRESS.

32331 S. 28

STENO-typist, with a few years experience, desires a position. Apply to Box 706, THE CHINA PRESS.

32284 S. 26

GODOWNS WANTED

GODOWN WANTED: Responsible American firm desires from ten to twenty thousand square feet space in godown situated central or Hongkew District. Will consider short or long term lease. Send particulars to Box 748, THE CHINA PRESS.

32347 S. 26

MISCELLANFOUS

MORTGAGE. Wanted Tls. 100,000 to 300,000 on good security. Apply to Box 743, THE CHINA PRESS.

32340 S. 28

WANTED for occasional whole days, comfortable gig, preferably with small sail, or roomy canoe or other boat. Please apply, giving lowest price per day, to Box 711, THE CHINA PRESS.

T.F.

GREAT opportunity for business men. One of the biggest experts from the London Leather Goods Exhibition, at present in Shanghai, prepared to organise leather goods factory in the Far East. Rosen, 20 Haskell Road.

32266 S. 28

ADVERTISER wishes to hire for three or four months, for week-end use, comfortable, well-found houseboat with two cabins, each two bunks. Reply, quoting terms, including laodah's wages, to Box 686, THE CHINA PRESS.

S. 26

SITUATIONS VACANT

LEARN MORE—EARN MORE Don't waste time regretting lack of training. Make up for deficiency by studying in your spare time. The I.C.S. will provide you with thorough training in Mathematics, Preparatory and High School subjects, General English subjects, etc. Ask us to send you Catalog. Office 15A, International Correspondence Schools, Chinese P. O. Box No. 1.

A large corporation requires the services of an English-speaking Chinese acquainted with the metal import business. This position offers an exceptional opportunity with one of America's leading corporations. In reply state age, past experience, present position, and salary required. Apply to Box 767, THE CHINA PRESS.

32376 S. 26

WANTED, experienced American or European storekeeper by large American firm. Apply to Box 754, THE CHINA PRESS.

32357 S. 28

WANTED by an established American firm, an experienced lady stenographer, with knowledge of filing preferable. Please state previous experience. Apply to Box 650, THE CHINA PRESS.

32155

WANTED, Governess of British, French or Belgian nationality for girl of six. Knowledge of French and music essential. Must have good recommendations. Reply stating terms, to Box 733, THE CHINA PRESS.

32325 S. 29

YOUNG man (23 to 25), British or American (not Eurasian), single, required as office assistant. Should be well-educated and of good appearance and address. Permanent position for the right man. Reply, enclosing copies of recent testimonials and mentioning qualifications, to Box 734, THE CHINA PRESS.

WANTED, Chinese clerk and translator, preferable Cantonese of good English education. Application in own handwriting. State salary required. Address to Box 687, THE CHINA PRESS.

32242 S. 26

MARINERS—WANTED you to know that you can qualify for promotion with I.C.S. training. Many officers in Far East qualified for examinations through I.C.S. Courses in Navigation, Marine Engineering, Marine Gas Engineering, Surveying, etc. Frequent change of address no obstacle. We teach wherever the mails reach. Write for Catalog. 15A International Correspondence Schools, Chinese P. O. Box. No. 1.

PROFESSIONAL

INSTRUCTION in correct piano playing by lady who has studied abroad. Moderate terms. Apply to Box 765, THE CHINA PRESS.

32373 S. 26

FOREIGN lady would give English lessons in Chinese school, two hours daily. Also private lessons. Apply to Box 764, THE CHINA PRESS.

32373 S. 26

A Chinese wishes to give lessons in Mandarin Chinese. Three years' experience in teaching foreigners. Apply to Yu Hai Tseu, 228 Route Dupleix.

32371 S. 29

RIDING school, corner of Gordon and Markham Roads, telephone West 693. Riding lessons given to adults and children. Also training, breaking in, hiring out of ponies. The office is open from to 12.30 a.m. and from 5 to 7.30 p.m. Secretary.

32271

DANCING lessons given by an experienced teacher; lessons can be given at pupil's home or teacher's. Apply to Box 673, THE CHINA PRESS.

32214

RUSSIAN conversation lessons wanted. Knowledge of English necessary. Apply to Box 746, THE CHINA PRESS.

32345 S. 26

HOUSES TO LET

MODERN house, ten-roomed, with servants' quarters, garage, tennis lawn, vegetable garden, sanitary plumbing, hot and cold water, western district. Apply to Box 649, THE CHINA PRESS.

32171

TO LET, furnished house of five rooms, or divided in two flats, 7 Wayside Road.

32246

APARTMENTS

Connaught House
8 Quinsan Gardens.
Board--Residence
Apply MRS. G. POLLOCK

TO LET with board from October 1, large well furnished room with bathroom adjoining. Suitable for married couple or two bachelor friends. All modern reports, tennis, garage and stabling. Apply to Box 695, THE CHINA PRESS.

ORIENTAL HOUSE
31 Boone Road

ONE large room, one small room facing garden. Hot and cold water. Suitable for married couples or bachelors. Moderate prices. Table under the personal supervision of the American proprietress. Tel. North 1102.

32359

TO LET, furnished housekeeping flat, two large rooms, kitchen, bath, light, telephone. Say Zoong district, near trams. Apply to Box 766, THE CHINA PRESS.

32374 S. 29

COMFORTABLE furnished bedroom, private family, suitable for a married couple without children. Central district. Board by arrangement. Apply to Box 757, THE CHINA PRESS.

32358 S. 26

TO LET with board, in private family, large well-furnished room with private bathroom, suitable for a couple. Apply 16 Carter Road, from 9 a.m. to 1 p.m. Phone West 1636.

32383

TO LET in private American family, Bubbling Well Road, comfortable furnished room, facing south, bath attached, very suitable for married couple. Apply to Box 696, THE CHINA PRESS.

32264

TO LET in private family, well-furnished room with board. Bathroom attached, with hot and cold water. Apply 141 Dixwell Road.

32352 S. 26

TO LET, a suite of rooms, well-furnished bed-sitting-room, to gentlemen only. Central. Apply to Box 751, THE CHINA PRESS.

32351 S. 28

CENTRAL: Board-residence to let; a large well-furnished room, with bathroom and verandah attached. A quiet, comfortable home, at a moderate price. Apply to Box 742, THE CHINA PRESS.

32338 S. 29

TO LET, with board, well-furnished large and small rooms, with bathrooms attached. Apply 19 Nanzing Road.

32276 S. 28

HOUSES WANTED

WANTED to rent furnished house in western district or French concession, from November 1st. Apply to Box 758, THE CHINA PRESS.

32360

WANTED, six or seven-roomed unfurnished house in western district or French concession, with garden, garage and stables. Please apply to Box 755, THE CHINA PRESS.

32361 S. 28

WANTED, four to six-roomed house, furnished or unfurnished, in western district or French concession. Apply to Box 750, THE CHINA PRESS.

32350 O. 1

WANTED by American couple, nicely furnished house in either French or western district, to be available by middle of November. Apply to Box 753, THE CHINA PRESS.

32356 S. 28

APARTMENTS WANTED

AMERICAN couple, quiet, refined habits, want large room and modern bath, also board, in private family in French concession. American, French or English family. Apply to Box 762, THE CHINA PRESS.

32370 S. 26

WANTED, small apartment or room and bath, furnished or unfurnished, in central district. Apply to Box 663, THE CHINA PRESS.

T.F.

Amusement Advertising will be found on Page 25

OFFICES, ETC., TO LET

TO LET, one office ground floor, Edward Ezra buildings. Apply to Box 747, THE CHINA PRESS.

32345 S. 26

TO LET, two office rooms, with use of telephone, in central district. Apply to Box 732, THE CHINA PRESS.

32321 S. 29

OFFICES to let; suites of from two to four very large light rooms, steam heat, very modern, near Bund. Apply J. T. Hammond, No. 51 Szechuen Road.

31782

EXCHANGE AND MART

BUICK 1920 model, K-45 touring, run only 800 miles. Extra tire, seat covers, spot-light, bumper and extras. Owner leaving city next Wednesday for America. Will sacrifice for cash. Apply to Box 771, THE CHINA PRESS.

32381 S. 26

FOR SALE, newspaper publishing plant. Capable of printing 2,000 to 5,000 newspapers of from 8 to 12 pages daily. For further particulars, apply to Box 770, THE CHINA PRESS.

32378 O. 9

GERMAN books, novels, etc., old and new, for sale. List may be had on applying to Box 719, THE CHINA PRESS.

32303 S. 28

PRICES reduced on sharpening safety razor blades. Only three cents each for single and four cents for double blades. Send your old blades to Y.M.C.A. Barber Shop, 120 Szechuen Road.

31944

MISSIONARY, interior, offers for sale, full size new Harley-Davidson 1920 model (19J.), motor-cycle and Cygnet rear-car attachment. Ideal for port but unsuitable interior. Also extra parts complete. Apply to Box 698, THE CHINA PRESS.

32268

TWO nice dogs, Doberman-Pincher, for sale. Apply to 7-B, Broadway.

32281

FOR SALE, a collection (36 pieces) gramaphone records (Caruso, Geraldine Farrar, Titta Ruffo, Chaliapin and other celebrated singers). Records almost new. Apply to Box 759, THE CHINA PRESS.

32362 S. 28

WAR relic Pair Goertz prismatic glasses, extra good lenses, strong carrying case, sling, suitable for a racing man. Condition as new. Seen by appointment. Accept $80. Apply to Box 756, THE CHINA PRESS.

32358 S. 26

FOR SALE, one five-seater motor-car, summer and winter top. Good as new. Tls. 875. Apply to Box 739, THE CHINA PRESS.

32332 S. 26

FOR SALE, diamond ring, ¼ carat, perfect, beautiful case or canteen of table silver, fully equipped including fish and fruit sets. Silver tea-set, tray and hot water kettle, coffee percolator, rose bowl etc. What offers, all in excellent condition? Apply to Box 745, THE CHINA PRESS.

32344 S. 26

FOR SALE, Chevrolet, model 490, five-seater, wire wheels, new oversized tyre, new battery, one spare battery. Other accessories. Apply to 40 Tongshan Road, telephone North 812.

32346 S. 26

WANTED to buy from private owners—used autos, four and six cylinder, roadsters, five and 7-passenger touring and limousines. Must be in good condition and at an attractive price for cash. Central Garage Co. Used Car Dept., J. W. Davis, Manager.

31678

FOR SALE, new cotton ring spinning plant; immediate delivery. British machinery. For full particulars, apply to Box 731, THE CHINA PRESS.

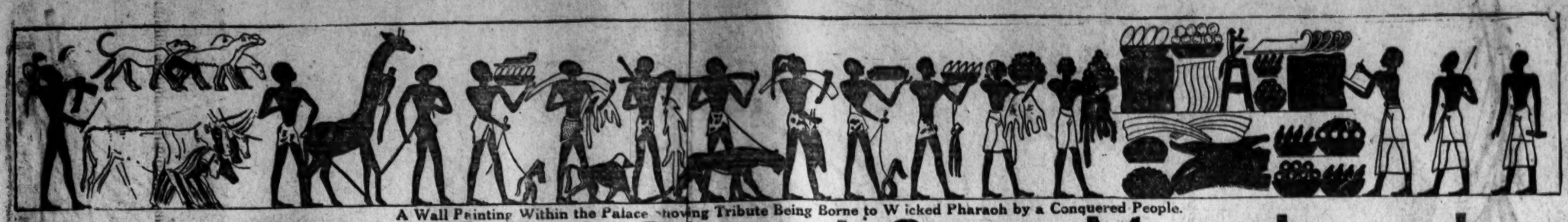
32320

GODOWN or factory for sale, a building 45 ft. x 95 ft. situated at Hongkew, suitable for factory or godown. Price very reasonable. For particulars, apply to Box 633, THE CHINA PRESS.

32343 S. 26

MOTOR car for sale: Ford town car, slightly used, paint and motor like new, special fenders. Can use open or closed, carries six passengers. Apply to Box 513, THE CHINA PRESS.

31943



A Wall Painting Within the Palace Showing Tribute Being Borne to Wicked Pharaoh by a Conquered People.

Found the Throne Where Pharaoh Sat when Moses Launched the Plagues on Egypt

The Very Room Where the Lord "Hardened Pharaoh's Heart" and the Balcony from Which He and His Queen Threw Gold to Their People Discovered by American Archaeologists

Pharaoh's Host Drowned in the Red Sea, After the Israelites Had Passed Safely Through. The Last Tragedy in the Life of the Pharaoh, Whose Palace Has Just Been Unearthed. From the Painting by Francis Danby.

The Remains of the Palace Throne-Room of the Pharaoh Merenptah, Excavated at Memphis by the Eckley B. Coxe Expedition of Pennsylvania University Museum. The Throne Is Seen at the Extreme Right With Its Platform and the Pedestals That Planked Its Approach.

Head of the Pharaoh Rameses II., Identified as the Pharaoh of the Oppression, Found in an Egyptian Temple.

THE very throne hall in which Moses called down the ten plagues upon the Pharaoh of Egypt has been excavated.

This remarkable achievement is the latest work of the Eckley B. Coxe, Jr., Expedition to Egypt. Mr. Coxe is the president of the University Museum connected with the University of Pennsylvania. The present work in Egypt is in charge of Dr. Clarence S. Fisher, one of the curators of the museum.

The wonderful hall stands in the great palace of the Pharaoh Merenptah at Memphis in Egypt—the greatest palace yet found. And not less wonderful than the finding of the hall is the finding of the gorgeous throne itself on which the Pharaoh sat when he gave audience to Moses and Aaron.

Scholars generally agree that Merenptah was probably the Pharaoh of the Exodus—the Pharaoh who would not let the Israelites leave Egypt until he was smitten with the ten plagues, and who even then changed his mind, pursued them, and was overwhelmed in the Red Sea.

The Pharaoh of the Oppression was Rameses II. the Great. The Bible mentions his name in connection with the cruel labor he forced on the Israelites at the towns of Rameses and Pithom. Now an original inscription of Merenptah, the son of Rameses, speaks of his victories over the Israelites, and this makes it probable that he was the Pharaoh of the Exodus, the monarch "who knew not Joseph."

This being so, it must have been in the throne room of Merenptah's palace that the scenes described in the Book of Exodus occurred—scenes that are among the most impressive in the sacred history. It was here that the majestic leader, Moses, and his priestly brother, Aaron, appeared before Pharaoh and warned him to let the Israelites leave Egypt. It was here that Aaron cast down his rod and commanded it to change into a serpent, which devoured the rods of the Egyptian sorcerers, a miracle that should have convinced Pharaoh that the Almighty was on the side of Israel.

From the throne now discovered the proud Pharaoh, perhaps inwardly quaking at the miracles he witnessed, refused to listen to the warnings of Moses. In this same throne room the Israelite leader bravely repeated his warnings again and again. One after another the dreadful plagues fell upon Egypt, but Pharaoh refused to let the Israelites go until the plague of the firstborn broke his heart. Even then he changed his mind and pursued the Israelites to the Red Sea, where his army was drowned, as the Book of Exodus tells us.

Last year Dr. Fisher unearthed the ruins of the great temple of Pharaoh Merenptah at Memphis, where it had lain buried for centuries. It was in this temple that Moses is supposed to have spent some of his time, but the discovery has been excelled in interest by the discovery this year of a palace belonging to Merenptah near the temple. This is one of the few palaces discovered in Egypt and the only one at Memphis, the early capital of Egypt, which was destroyed some six hundred years B. C. The palace still shows marks of fire, and it is presumed that it perished in the sack of the city and was never rebuilt. But some time must elapse before the exact date can be discovered.

The most important feature of this palace was an immense throne room which occupied the centre of the building. This is a room about forty feet by sixty feet in area. The roof was upheld by six immense columns in two rows, all of which were elaborately carved. They are unfortunately broken to pieces, only the bases being in good condition. The walls of the room are in a much better state of preservation. Some of the beautiful doorways, with jambs and lintels, are almost perfectly preserved. These were inlaid with faience and in some cases with pure gold. Enough remains to indicate that this must have been a gorgeous room, and it is probable that it was the most richly decorated ever built in ancient Egypt.

The palace is about 140 feet long and 100 feet wide and contains twenty rooms. A row of pillars decorated the front, and behind the entrance there was a grand vestibule containing two parallel rows, running across the building, of six columns each. These were about four feet in diameter and the height was proportional. Only the bases and some fragments remain, for the fire seems to have been highly destructive. It is evident that the palace was constructed without regard to cost and it is most unfortunate that so much of it has been destroyed. It is presumed that Dr. Fisher, who is an architect and who has been exploring in the Orient for a dozen years, will be able to work out a "restoration" of the building which will give a clear idea of how it appeared before destruction. He has already prepared a ground plan in great detail.

At one end of the room is a raised dais with steps leading to it. This dais and the stairs are also inlaid and carved. Upon this dais stood the throne upon which the mighty Pharaoh sat when he listened to the leaders of the Israelites.

The work has been going on ever since February, which is the time for beginning work in this section. Before that time the high water of the Nile percolates through the soil and ruins and makes excavation impossible. Dr. Fisher has a large corps of the most expert diggers at work and uses a small railway for getting rid of detritus. He has just closed operations until cooler weather sets in.

Owing to the great war, excavation in Egypt has almost wholly ceased except by the Eckley B. Coxe and the New York Museum of Art expeditions. The Americans have been able to secure the services of many natives who have had long experience in the work. These Egyptians have great intelligence, and four of the foremen employed by Dr. Fisher have been at work for so many years that they are really archaeologists of a good deal of knowledge and can conduct work independently save for general supervision.

One feature of the palace is exceptionally interesting. The Pharaoh Merenptah was apparently an art collector on his own account and had an archaeological museum of his own. Dr. Fisher found many articles of the stone age, which may be anywhere up to forty thousand years old—flint knives, razors, sickles, spear heads, etc. There were also some remains of the very ancient Sixth Dynasty of Egypt. If Professor Flinders Petrie's estimates are correct, we are living nearer to the time of Merenptah than he was to the Sixth Dynasty, and he prized the finds of early Egypt as much as we prize the discoveries of his own doings. This is the first archaeological museum—if it be such—which modern archaeology has discovered.

The throne discovered by the exploration is being kept by the Egyptian Government, but one of the pillars and six of the mighty doorways, inlaid with gold and faience, have been presented to the University Museum by the Government, through Dr. Fisher. After an absence of six years Dr. Fisher has returned to Philadelphia with enough stories and information about Merenptah and his magnificent palace at Memphis to fill several interesting volumes.

"There are so many interesting stories about our work," Dr. Fisher said, "that it is hard to know which ones to select. The actual thrill of stumbling upon a buried city was not ours, for we knew when we began work that something was hidden underneath these mounds. About seven years ago some natives in digging found an inlaid limestone doorway there. Inlay, or faience work, is usually connected with the palaces of kings, and we knew something rare was concealed beneath the piles of debris. When we came to the majestic framework with the name of 'Merenptah, Ruler of Upper and Lower Egypt,' engraved in hieroglyphics, we realized that in all probability the Pharaoh of the Exodus had lived here.

"When Merenptah succeeded Rameses II. (the Great), his father, he was nearly sixty years old. Rameses had thirteen sons, but he reigned for such a long period (sixty years) that all of them were dead except Merenptah. According to the monuments erected by Merenptah he reigned for eight years—possibly a number more—but the records on his monument do not show the exact number. It was the custom of the Pharaohs always to build their own palaces. For this reason, if no other, it was not considered necessary to have them made of stone or a more durable material than hard-baked clay. When the Pharaoh died his successor chose another site and the former palace would be left to crumble into ruins. In the course of time the earth would settle about the ruins and there would be a solid piece of ground apparent. On this another home would be built, and this, too, would go through the same process of disintegration. When we dug up the palace of Merenptah we found five levels, each with a house built on it. We cleared out the lower three and found them of the same type as the native villages of to-day, the whole house being no larger than one of the rooms of the underground palace."

The palace of Merenptah is by far the largest and most complete yet excavated in Egypt. Next in importance, Dr. Fisher said, are those at El-Amarna and at Luxor. These are the palaces of Amenophis III. and his son, Amenophis IV., who reigned one hundred and twenty years before Merenptah.

"In Merenptah's palace," said Dr. Fisher, "we found the framework of a balcony, the only one of its kind known to be in existence. In those days the Pharaoh was regarded as too august a personage to come in contact with his subjects. Only a few of the highest nobles would dare approach the royal presence. Merenptah's palace was one story high, except for the balcony, which was approached by a stairway back of the throne. It was rather in the nature of a roof garden. From this balcony, according to the hieroglyphics left by the Pharaoh, he would throw down rewards to his subjects, especially to victorious army commanders. Instead of receiving a mere medal, as would happen to-day, they would receive beautiful gold necklaces or chains of enameled beads from the Pharaoh. The Queen, too, would come out on the balcony at times and throw down showers of gold to loyal subjects."

In the Eckley B. Coxe, Jr., expedition, besides Dr. Fisher, was Ashton Sanborn, now connected with the University Museum as assistant curator. Alexander Spanakidis, a Greek, who is now at the museum, and who intends to return to Egypt in the Fall, and a native Egyptian, who acted as Arabic interpreter and had been educated in the American schools in Egypt, were also superintending various parts of the excavating.

The actual digging was done by about one hundred and fifty little boys, the oldest not more than ten, who tunnelled through the earth and debris until they struck a part of the ruins, in many places eighteen feet below the surface of the earth. Then the native experts took a hand. These men were of wonderful assistance to the party, Dr. Fisher said.

There were eight months in the year when Memphis was inundated by the waters of the Nile, and during this long season Dr. Fisher and his party worked at Dendereh excavating a cemetery. The graves were from the early dynastic period, 3,000 B. C. to 1,800 B. C. At that time it was believed that the dead lived a life underneath the ground similar to the one on earth. When a man died his remains were placed in mud brick tombs, and with him small clay models of the things to which he was accustomed in life. If he was a man of means he had a small chart buried with him, giving the number of acres owned by him, his flocks, ships, servants, and also a drawing of the luxuries to which he was accustomed. While the sun was shining on earth it was believed the dead slept. Then when the sun disappeared from the view of mortals it became daytime among the dead, who woke up and carried on the various occupations with which they were familiar. Trays bearing food were placed in the tombs, for eating was as essential in the after world as in this.

The stones at each grave had chiselled upon them the heads of the man and his wife who were buried beneath. While working at Dendereh Dr. Fisher came across the tomb of one ruler who may have rivalled the romantic matrimonial career of King Henry VIII. On this tomb, back of the man's head, which was always in the foreground and much larger than the woman's, were the faces of three women. "The three women were of equal rank," Dr. Fisher explained, "which made it all the more curious. The nobility often had more than one wife, but only one was regarded as of equal rank with the husband and deemed worthy of mention on a monument. This man was evidently married to three women of his own station, and he was going to take them all with him to the next world."

Morning Motor Dresses by Lady Duff-Gordon

A Short Sport Coat of Duvetyn Fastened by Duvetyn Covered Cords and Balls.

This Shows a Model for a Duvetyn Motor Wrap.

A Gown of Blue Gabardine, With a Long, Narrow Panel at the Back Finished With Fringe.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon *("Lucile")*

THAT short spin in the morning does not require the magnificence of attire demanded by a run out to the country club for dinner and a dance. This seems elemental, yet I have seen motor garb so strangely chosen that I deem it wise to hold up some ideals for simple automobile attire.

Let me show you on this page a gown suitable for a morning dash, followed, perhaps, by a luncheon at some pretty, rose-wreathed wayside inn. It is of blue gabardine. The long, narrow panel at the back is trimmed with fringe. The wide, full sleeves are slashed at the cuffs, revealing a ruffle of Valenciennes lace. A turned-back collar of moderate width is of plaited net finished by the lace. Pockets in the front of the rather narrow skirt give to the costume a boyish note. The draped turban worn with it is of "stove polish" ribbon, and is trimmed with a scarf of chiffon in several colors.

On the right hand you see pictured a motor wrap of duvetyn. Cut in straight lines and of medium fulness, it is lined with figured foulard. Note the odd arrangement of the half collar and half scarf, with its fringed ends. The hat is a combination of straw and satin.

On the left hand you see a short sport coat. This, too, is of duvetyn. It is short and full, reminiscent of the fur coats that were so smart last Winter. From the rolling collar hang duvetyn covered cords finished with balls that are also covered with duvetyn. The hat is of georgette, faced with straw and trimmed with velvet ribbon.

Fashion's Demands A Problem For Majority

BY ANNE RITTENHOUSE
(*New York Sun-Herald*)

A small income, a social life and a desire to stand on equal terms sartorially with one's set is a group of conditions which forms a serious problem. It is not one for the minority. It belongs to no majority.

There is a wide gulf fixed between society and social life. This is one of the fundamental facts a woman should realise. There are women who are not in society, yet who take part infrequently in social affairs. To these the problem of what to buy is not as pressing as for the women woh are constantly indulging in society.

In America society does not indicate the lavish spending of money necessarily, and yet so far does this country go in wealth and prosperity and so widely is it distributed that the conditions of social life are made more difficult each decade. It is the outgrowth of stupendous industry. It is the price we pay for prosperity. Midas himself would have envied some of our men whose names are not even bywords of wealth.

Nothing seems too extravagant, too capricious, too changeable for us in mass to adopt. As a nation we fling away money as did the "Forty-niners." The same spirit is behind the act. High prices do not depress extravagance, and clothes are easily sold at prices which would have staggered Marie Antoinette and Catherine de Medici.

CHANGED CONDITIONS

Until this condition changes the woman with a small income and many social demands will have troublous days. She does not wish to dig a hole, pull herself into it and refuse to emerge until financial conditions sift down to her level. Our lives must be lived in the environment which continues to surround us. If one quits struggling the boredom of life is more despairing than the problem of how to appear on a par with one's friends.

Any woman will confess to this. Nearly every woman on a limited dress allowance with an unlimited list of friends has tried the experiment of giving up social contact in order to economise. She has not been bettered by the change.

The woman who takes her part in the best way possible without going into debt is happier than the hermit and recluse. This argument does not apply to those who never have taken part in social life, to whom society is an unknown territory, whose lives are completely absorbed in other duties. The struggle for clothes is with these women, as with all of us, at all times, but it does not cause as much anxiety, nor require as much skill and judgment in execution, as the struggle for the right kind of clothes by a woman who is in constant contact with friends who dress better than she does. One way of saving money is to wear their clothes.

There is a large segment of women who appear in society in the clothing of their friends. It is a custom among rich women, prompted by generosity, to give to their poorer intimates a vast number of gowns and hats they are unable to wear. The acceptance of such generosity has its drawbacks. It compels the beneficiary to appear in apparel that is not built for her type, and she must possess skill and ingenuity to change them into something that fits her personality and circumstances.

It is not easy to be well dressed in other people's clothes. The crumbs which fall from the rich man's table may give indigestion.

There are women who have never known the pleasure of a gown ordered for the season and built according to their plans. Their task for decades has been to remodel gowns of last season according to the dictates of the prevailing fashion. The climb to success is over barbed wire. It often ends in despair. Yet it saves money. That is the only thing it does save.

A woman with a stout figure and short waist must struggle with the cast off garments of a friend who has a long waist and a thin body. She must adapt an evening gown intended for an opera box and brilliant jewels to the needs of a small theater party with a supper after. She must turn a tailored suit into a one piece frock. She must bear the weight of a voluminous top coat when she is too short to stand its bulk.

Her path is not a pleasant one. Yet, rugged as it is, it gives her a chance to appear correctly dressed at social occasions which would be barred if she was compelled to achieve a new gown.

There are women who do not balk at the task of alteration. Neither do they mind the acceptance of the outstanding fact that they cannot be well dressed. Here and there a certain type shines in clothes that have been given to her, and she often turns the trick, cleverly, by startling her benefactor into wondering why these same clothes never looked so well on her.

It is the triumph of art over money. Rich women have often sighed that friendship and not judgment persuaded them in the disposal of their clothes. What an affluent woman would like is to find one who could wear her clothes with brilliant effect, one who does not have to struggle in an attempt to make them pleasing, and who exhibits them to advantage.

There exists a woman rich and powerful who cuts the Gordian knot in a unique way. She buys hundreds of garments in a year, expensively stocking her wardrobe for each quarterly season. Before these clothes pass out of fashion, before they have been allowed to hang in the closet for months, before their linings are soiled and their garnishing deteriorated, her mind assembles them in the ballroom, each costume placed to good advantage.

She sends diplomatic notes to her friends, asking them to come and take their choice. Tea is served, but the hostess is absent. She does not wish to embarrass her guests. They take what they want arranging the distribution among themselves. Isn't this an admirable and practical way to be generous? It is a method to be highly recommended to those who have closets stocked with clothes that serve no one because their day is over, their possibilites extinguished.

No one has been able, definitely, to decide between two methods of buying clothes.

One method is to buy early in the season, to take the task with seriousness and to work at it until it is finished. This is the French method.

The other way is to buy haphazard, to get a gown as the occasion demands, to spend a little money now and a little money then, never quite sure of just how much one can spend.

This is the life-long difference between the opportunist and the organiser. There are disadvantages in both methods.

Tranquility of mind does not go with either one, but granting this, the balance of power goes to the organised method.

The woman who goes into society, who has many invitations, who spends her life in a well defined environment, is not in doubt as to what she will need each season. Any break from the normal will necessitate meeting the problem of clothes in a different manner, but that can take care of itself. And these breaks rarely occur.

Therefore if she organise her buying, begins early and puts the amount of money into it which she can afford she avoids the frantic effort to achieve a costume in a few hours when the demand presses. Such clothes are rarely satisfying. They do not survive under constant inspection.

All women are sufficiently human to be dissatisfied at times with the choice they made early in the season, but this dissatisfaction is not as bitter as that of the woman who finds she has thrown away money on a frock which is not attractive and does not serve her many occasions.

The French women who are well dressed are more parsimonious than the American. In the outlay of time and money they are more on a par with the American type under discussion than with one who is in their class financially. As our housewives take the task of autumn and spring house-cleaning with organised determination for success, so the French take the question of their seasonal outfit. They give up a few weeks to it unreservedly. They concentrate on the problem. They endeavor to correct their recent failures to profit by experience, to spend each franc wisely. It is this example that the American women would do well to imitate.

We are far too apt to get a tailored suit in September, hoping to add the correct blouses later in the season and pick up a hat during a chance hour of shopping. All of which is wrong. It makes for a careless appearance. It creates disorder in the mind. The complete costume should be bought, or assembled, at one time. There should be nothing left to hazard.

There are women rich enough to indulge in mistakes, to discard failures, but the woman with a limited income cannot replace her failures by immediate new attempts. She must go through the season bearing the punishment she has brought upon herself.

The wage earner must think first of her office clothes. The woman in society must think first of her social clothes. She cannot leave these to chance. Sometimes she is a wage earner without relinquishing her social habits. If so, she has a double problem to solve. But merely taking the woman who lives on her dress allowance without attempting to add to it by work, the fact must be emphasised that clothes for her social life come first.

She may be able to remain at home in the morning in a simple house gown, therefore a tailored suit with its blouses is not a necessity for her outfit. She needs afternoon and evening gowns, and upon these the bulk of her money should be spent.

One bit of advice to her that may be worth following is to indulge in tea gowns. This is the English fashion. They can be assembled from odds and ends of material, from discarded evening gowns, and built at home without the services of an expensive dress-maker.

There are women who, following out this plan for saving their best gowns, arrange for a half dozen house robes for each season. They differ in color and splendor, in harmony and in formality. They are slipped on whenever one has uninterrupted evenings at home or entertains under the roof in an informal manner.

These leave the bulk of the dress allowance for the clothes which pass muster in the public eye. They also give a woman a chance to wear the gorgeous colorings and exaggerated trimmings that she likes but which she does not dare in the open.

She has an advantage over the wage-earner in being able to give time and vitality to the alteration of old clothes into new ones worth while. This she must do to balance her wardrobe. Evening gowns are not especially difficult to rebuild, for new accessories can take the place of the old, and a change in the lift of the drapery alters the meaning of the frock.

The gown, which has a negligible bodice, provided there is a good lining, needs taste and knowledge of what is worn but not expert skill such as an afternoon frock or a tailored suit demands.

Bare Back Gowns Go Out Of Favor

Paris, August 14.—Bare backs and jewelled spinal columns seem to be doomed, according to some of the leading fashion displays in Paris. Even the moderate decollete has been abandoned in the creation of the new models, and apparently women who are fashionably gowned will in the future vie for length of sleeves and high collars, although the collars will not be ruffled after the Elizabethan styles.

Brown, instead of brilliant colors, is regaining favor, even brick red on copper brown being a popular combination with copper colored bodices embroidered with gold and with black velvet skirts.

For evening wear the skirts promise to be somewhat longer, but are still short of prewar days, while there is plenty of evidence that completely nude shoulders will be taboo with well dressed women.

Unlike the models of last year, the waist line is again marked, usually with ribbon or sash of crepe de chine.

TODAY'S TOILET HINTS

THE LATEST AND SMARTEST BEAUTY RECIPES COLLECTED FROM VARIOUS EXPERT BEAUTY WRITERS.

A "BLACKHEAD" SECRET.

An instaneous remedy for blackheads, oily skin, and enlarged pores.

Blackheads, oily skins, and enlarged pores usually go together, but can be instantly corrected by a unique new process. A tablet of stymol, obtained from the chemist, is dropped in a tumbler of hot water, which will then of course "fizz" briskly. When the effervescence has subsided the face is bathed with the stymol-charged water and then dried with a towel. The offending blackheads, of their own accord, come right off on the towel, the large oily pores immediately contract and efface themselves naturally. There is no squeezing, forcing, or any drastic action. The skin is left uninjured, smooth, soft, and cool. A few such treatments should be taken at intervals of three or four days thereafter in order to ensure the permanence of the pleasing result so quickly obtained.

GREY HAIR—HOME REMEDY

An old-fashioned home-made recipe restores youthful appearance.

There are plenty of reasons why grey hair is not desirable, and plenty of reasons why hair dyes should not be used. But, on the other hand, there is no reason why you should have grey hair if you do not want it. To turn the hair back to a natural colour is really a very simple matter. One has only to get from the chemist two ounces of concentrate of tammalite and mix it with three ounces of bay rum. Apply to the hair with a small sponge for a few nights and the greyness will gradually disappear. This liquid is not sticky or greasy and does not injure the hair in any way. It has been used for generations with most satisfactory results by those who have known the formula.

TO KILL ROOTS OF SUPERFLUOUS HAIR.

"Home Science."

Women annoyed with disfiguring growths of superfluous hair wish to know not merely how to temporarily remove the hair, but how to kill the hair roots permanently. For this purpose pure powdered pheminol may be applied directly to the objectionable hair growth. The recommended treatment is designed not only to instantly remove the hair, but also to actually kill the roots so that the growth will not return. About an ounce of pheminol, obtainable from the chemist, should be sufficient.

THE REAL CAUSE OF MOST BAD COMPLEXIONS.

"Health and Beauty."

It is an accepted fact that no truly beautiful complexion ever came out of jars and bottles, and the longer one uses cosmetics the worse the complexion becomes. Skin, to be healthy, must breathe. It also must expel, through the pores, its share of the body's effete material. Creams and powders clog the pores, interfering both with elimination and breathing. If more women understood this there would be fewer self-ruined complexions. If they would use ordinary mercolised wax instead of cosmetics they would have natural healthy complexions.

ABOUT HAIR TONICS.

"Novel Recipes."

Each week almost one hears of some wonderful discovery for improving the hair, and although this paragraph may seem a little superfluous, an old-fashioned recipe may come as a welcome change. One thing about it is that it will grow hair, and also prevent it falling out. From your chemist get an original package of boranium, to this add ¼-pint of bay rum, allow it to stand 30 minutes, then add sufficient water to make half-a-pint. Rub briskly into the scalp with the finger-tips, and you will immediately experience that clean tingling sensation which is a sure sign of healthy action.

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SHANGHAI, SUNDAY, SEPTEMBER 26, 1920

LEGAL POINTS FOR MOTOR CAR OWNERS

Disagreements Of Courts Of Various States Feature Automobile Decisions

In a preceding article attention was called to cases in New York and Michigan dealing with the question of the liability of motor transfer companies for goods delivered to them and lost through thefts on the part of the companies' employes, says the New York Sun. Full reports of these cases, just now available, show the decisions to be irreconcilable. The question at issue was whether the valuation placed by the owner upon his goods at the time of delivery to the transfer company was binding upon him where the actual value of the goods was much greater.

In the New York case it was decided that the valuation so fixed was absolutely binding on the owner, even where the goods were stolen by the company's chauffeurs, on the ground that the act of undervaluing the goods was a fraud on the company for the purpose obtaining a lower transportation rate. The Michigan Supreme Court decided that the owner is entitled to recover the actual value of his goods, regardless of the valuation given by the company.

CHANCE OF FRAUD

It should be understood that the rules in the above respective States apply not only where the company specifically asks the value of the goods and states it in the receipt but also where the company merely issues a printed receipt containing a provision that it is understood that the goods are not valued at over a stated amount.

The Michigan court, commenting on the New York rule, forcibly remarks that under such a rule "so great would be the opportunity for fraud (on the part of the companies) that public policy will not permit a practice so manifestly calculated to invite it." In answer to the argument that the shipper has accepted the stated valuation by voluntarily accepting the receipt containing it the court further said: "It is not within the power of the individual to barter away the right to protection inherent in the general public."

A recent decision of the Supreme Court of the District of Columbia discusses both of the above rules and adopts the Michigan rule as the one more consonant with abstract justice.

SALES IN BULK

In practically all of the States there is a statute known as the "sales in bulk law." Under the terms of this law the sale of a business is declared to be void as against the creditors of the seller, so as to render the stock liable to their claims even after delivery to the buyer, unless certain formalities are complied with. Recent decisions point out that these statutes apply to transactions involving sales of garages. It is indispensable, in transactions of this kind, that the formalities of the "sales in bulk law" be fully complied with. Otherwise the buyer will find himself at the mercy of the creditors of the seller.

The object of the law is to circumvent secret sales of going concerns, with the consequent loss of tangible assets upon which the creditors could enforce their claims. The law in question, among other things, requires that the purchaser before consummating the transaction must obtain a full list of all creditors of the seller and give them a certain period of notice of the intended purchase. There are many other formal details, and a prudent person will always employ a lawyer to safeguard his interests when entering into a transaction of this kind in question.

REPAIRMAN'S STATUS

The courts of practically all of the States are agreed that a repairman has a lien on an automobile for labor and necessary parts furnished by him in the repair of the car, though this lien does not extend to such auxiliary items as gasoline, grease, etc., furnished to the owner as a part of the same transaction. There is considerable diversity of opinion on the part of the courts, however, as to the question of priorities as between such a lien and the claim of one who holds a chattel mortgage on the car, the mortgage being prior in date to the claim of the repairman.

As pointed out in preceding articles, the courts of Ohio and Maryland, among others, give the repairman's lien priority over such a mortgage where the value of the car is not sufficient to pay both claims. A case recently decided by the Supreme Court of South Carolina denies this priority, holding that the claim which is prior in date must prevail.

FATHER'S LIABILITY

Many recent cases have decided that the owner of an automobile is liable for the negligence of his son resulting in another's injury where the son is permitted to drive the car, even for his own pleasure. In a case recently decided in Iowa the question was whether in such instances the indemnity policy which the father carries on the car protects him against such claims for damages. In other words, whether he can compel the insurance company to reimburse him for damages of this class that he is compelled to pay. The insurance company contended that its policy contemplated only accidents that occurred when the car was being driven by the father or by some one on his behalf or in connection with his business. The court, however, refused to so limit the policy and held that the owner was protected against losses of the kind referred to.

OUTDOOR SPORTS By Tad

GEE!!!! IT NEVER DID THAT BEFORE
S'FUNNY AINT IT— NEVER DID THAT BEFORE
THAT'S WHAT BRYAN SAID ABOUT THE DEMOCRATIC CONVENTION THAT DIDN'T GIVE HIM A TUMBLE
IT NEVER DID THAT BEFORE— HA— THAT'S WHAT OTTO SAID WHEN THE CAR I BOUGHT FROM HIM FELL APART
HE WINS THE HANDSOME SANDPAPER POWDER PUFF
O-H-H-H-H— NEVER DID THAT BE-FORE
A LA GILBERT AND SULLIVAN
TAD 8-21
OUTDOOR SPORTS
HAVING THE OLD ROCK CRU STOP DEAD ON YOU JUST YOU HAD IT ABOUT SOLD.

STANDARD TIRES

One of the potent arguments against the buying of a number of different makes of trucks is the different tire sizes involved. The ideal condition in a truck fleet is a single tire size for all the vehicles, and every buyer ought to strive against multiplicity of tire sizes in his motor transportation department.

Makes De Luxe Tour

Instances of transcontinental tours are so frequent at this time of the year that they are regarded as every day events. However, those who tour and those who contemplate touring will find something of unusual interest in the equipment carried by L. J. Matthias of Philadelphia, Pa., who is making a leisurely cross-country trip in a sedan.

Mr. Matthias and party have a camping outfit which is compact and complete. It consists of a tiny army locker for clothing, a small box or cabinet, which contains all the cooking utensils and eatables. The gasoline stove is a small folding device with two burners. It occupies about the same space when folded as a lawyer's brief case. On both running boards are square galvanised tanks for holding water.

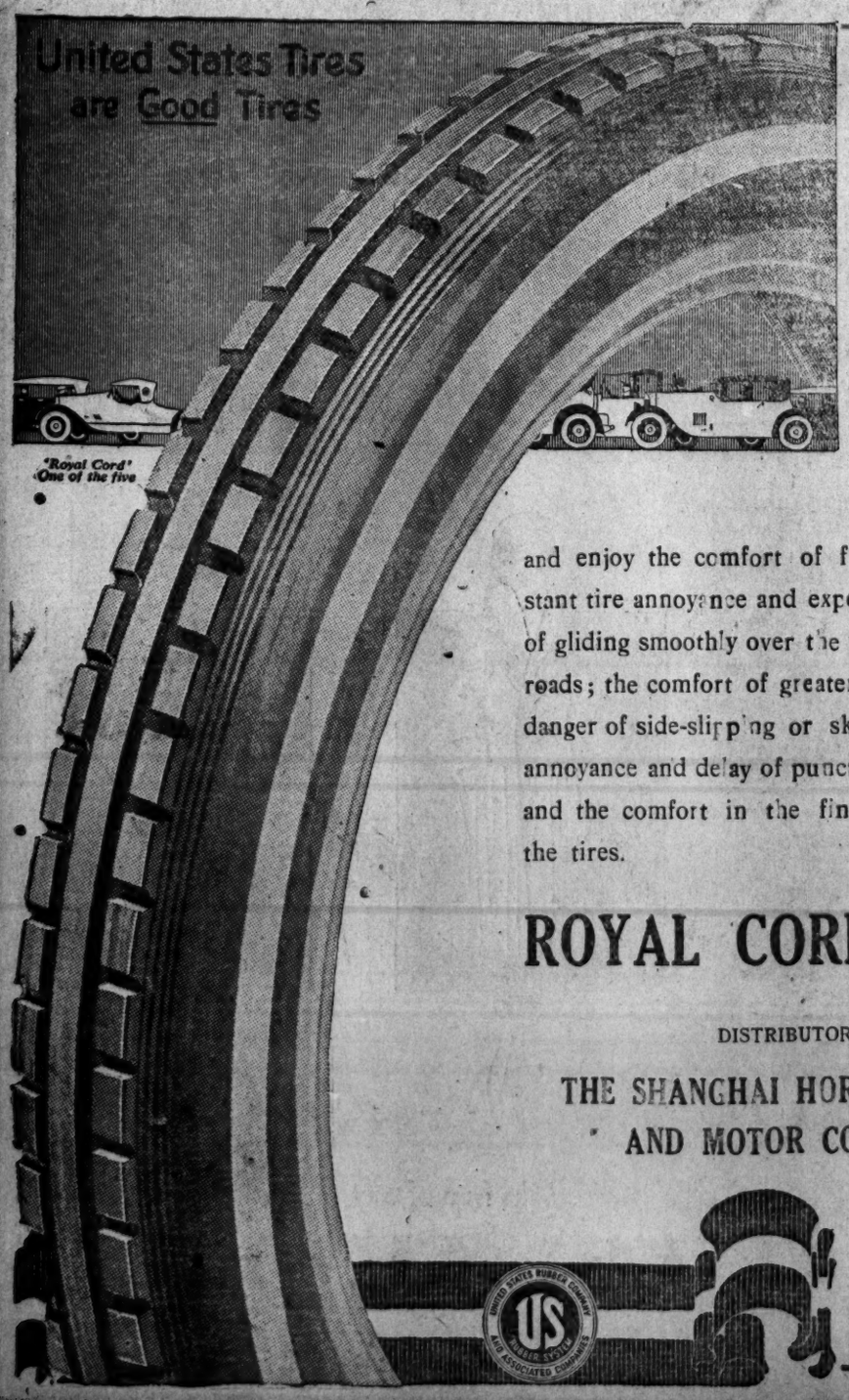
At night the men sleep in the car on a bed which is made up very much as a Pullman bed is made. The front seats are turned around, the driver's seat making only a half turn with the back between the occupants. The cushions of the front and rear seat, together with the army locker, afford an even foundation for the improvised mattress. This mattress consists of three long strips which were originally cushions on household furniture. The bed is sufficiently long for men of average stature.

Mr. Matthias and party carry a sign on the rear of the car, which reads "Philadelphia to Seattle." They plan to drive to the Potlatch City, with occasional stops to visit places of scenic interest. From Seattle they will drive to Los Angeles, and the return trip to Philadelphia will be commenced in the winter.

"I expect to arrive in Philadelphia in time for Christmas dinner," said Mr. Matthias. He rapped on wood when the subject of engine or tire trouble was brought up. He stated he had none up to this arrival in Syracuse, although the tires had been driven over 2,000 miles. Said he hoped to arrive in Seattle without tire trouble and with a gasoline average of twenty miles to the gallon. He had traveled 425 miles of the way, when interviewed, and had used only nineteen gallons, which is almost twenty-two miles to the gallon; so he had a pretty good start.

Dairyman's Truck Operates Cheaply

Harry S. O'Brien, a Pasadena dairyman, owns a motor truck which in the first year of its life has already earned a ringside seat in motor truck heaven, with an oversize gasoline halo. In spite of having to make between 450 and 500 stops and starts a day, the little Oldsmobile has averaged eleven miles to a gallon of gasoline day in and day out during the year, without being off the job for repairs a single day. Moreover, it has rolled up 23,000 miles on the Goodyear tires on which it first rolled into the dairy business.



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and enjoy the comfort of freedom from constant tire annoyance and expense; the comfort of gliding smoothly over the inequalities of the roads; the comfort of greater security from the danger of side-slipping or skidding; from the annoyance and delay of puncture and blow-out; and the comfort in the fine appointments of the tires.

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TRUCK EXPERTS SHOULD ADVISE KIND OF TIRES

Manufacturers Warn Against Making Hasty Decision As To Style

There are some important questions to be considered by a truck owner who contemplates a changeover from solid tires to pneumatics. Whether such a change should be made should be decided by the owner in conference with the truck representative and a truck tire expert. These men should not recommend a substitution of pneumatics for solids unless they are confident the pneumatics will prove more satisfactory and more economical than the solids.

The truck representative can advise the owner if the steering and body clearances are right and if the gear ratio will work satisfactorily. If these conditions are such that a changeover can be made, it is a simple matter to make the change.

WEIGHT IS FACTOR

The first step is to take the total weight of the truck, the body and the load, determine the weight distribution on the front and rear wheels and apply pneumatic truck tires whose carrying capacities are sufficient to take care of those weights.

Next comes the question of making the necessary changes in the wheels. A changeover of any nature always necessitates more or less loss of time and money if wheels are built up or cut down, as the case may be. This loss of time, says the United States Tire Company, can be cut to practically nothing through the purchase of new wheel either of wood or steel construction equipped with rims and ready for application. There are any number of reputable wheel manufacturers in a position to furnish such wheels.

It may be argued that the purchase of new wheels adds to the cost of pneumatic truck tire equipment. This is true, but these wheels can be purchased for a nominal sum, and if the operator has decided to make the change, the cost of the new wheels will be almost absorbed by the saving on loss occasioned through delay in building up or cutting down old wheels, which under the most favorable circumstances takes two or three days and in outlying districts eight or ten days.

NEW WHEELS NEEDED

Through the purchase of new wheels the changeover can be made without an interruption of service except for two or three hours.

The matter of gear ratios is one that requires serious consideration. One important fact to remember is that a pneumatic truck tire has a larger actual than nominal diameter. In some cases it is necessary to provide for body clearance, and there are some cases where the larger diameter of pneumatic tires will affect the steering clearance. This is especially true when a truck is operating in narrow streets and alleys. These subjects should be considered carefully by the operator in consultation with a truck expert.

Requirements Of Bearings Of Car Differ Greatly

Though both the motor and the chassis bearings of a motor car require lubrication constantly to keep them in first class condition, their requirements are decidedly different. The bearings of the motor are subjected to high speed, but they are protected of course from the action of dust and dirt. The chassis bearings, on the contrary, are subjected to little motion, but to heavy pressures, and are exposed constantly to dust and dirt from the road.

"The pressures that are exerted on the spring bearings for example, when a car is traveling over a rough road demand a lubricant of body sufficiently heavy so that it can exert a cushioning effect," says a mechanical superintendent. "Oil, does not possess cushioning effect unless it is under heavy pressure. In many modern motors engineers have sought to obtain this cushioning effect upon the crank-shaft bearings by forcing the oil into the bearings under pressure as high as 30 or 40 pounds. This is manifestly impossible in chassis bearings. Heavy grease offers the only practical lubricant for chassis bearings. With the Alemite system, heavy grease is forced into the chassis bearings so thoroughly that they cannot fail to receive a sufficent cushion of heavy grease to effectually prevent wear."

FACTS ABOUT GAS

What The Authorities Say About Gasoline

HENRY L. DOHERTY SAYS:

There'll be gasoline for us, for our children and our children's children.

U. S. GEO. SURVEY SAYS:

7,629,000,000, bbl. of oil still in U. S. fields—enough for 20 years at present consumption rate. World's deposits 60,000,000,000 bbls.—enough for 168 years.

BUREAU OF MINES REPORTS:

Reserve gasoline stocks in March reached 626,393,646 gal., an increase in 30 days of 80,330,617 gal.
Surplus of production of gasoline 1919—149,446,488 gal.
Total production of gasoline in 1919—3,957,857,097 gal.

FACTS FOR CAR USERS

Eight samples of gasoline tested by Bureau of Mines from different sections showa practically same grade everywhere.
Transportation difficulties have helped to bring gasoline shortages in some western states; notably California, Oregon and Washington.
Average passenger car consumption per year, 300 gal.
Average motor truck consumption per year, 1,500 gal.
Annual cost to car owner of 5 cents increase in gasoline, $15.
New oil leasing bill will greatly stimulate oil production.

Queries From Motorists

Q.—I have a 6-8 volt 2 C. P. dash light, which I thought could be installed on my Ford car (1918 model), but I have been unable to make it work when attached to lighting system. Is there any way this dash light can be wired with head lights so as to operate with regular switch? Or will it be necessary to use dry cells? How many dry cells would be required?—G. S.

A.—Connect wire from generator post to dash light and from dash light to switch. Run another wire from the switch to ground. Dry cells are not serviceable for lights. They are best suited for intermittent service.

Q.—Can the new ignition system in a 1918 Maxwell be taken out and a magneto be put in instead? If so, what would be the cost? I would like to know if this would be advisable, as I would like to have the magneto run the lights and start the engine on instead of the new system now in the cars.—Reader.

A.—The Maxwell service station advises that a magneto can be installed very easily. A new drive coupling will be needed. The cost of installation should be small and the total cost will depend upon what make of magneto you buy. The magneto will provide ignition only. The generator will provide current for the battery and lights in the usual manner.

Q.—I have a new 1920 touring car with a six-cylinder Continental engine, which has been used about 3,000 miles. When traveling above twenty-five miles per hour there seems to be a clattering noise in the engine like a loose bearing. This noise only develops after a speed of twenty-five miles is reached. Can you offer any suggestion as to the cause? I have delayed having the engine opened up, believing that you may offer a helpful solution.—E. L.

A.—End play in the camshaft or pumpshaft will cause the noise. At the front end of the camshaft there is a tension spring which should prevent end motion of the shaft. Increase the tension of this spring by inserting a washer. Also remove all end play from the pump driveshaft. Where helical timing gears are used one gear tries to climb the other at certain engine speeds and a noise will result if free paly is allowed to develop.

Q.—My car is a 1917 model and has had very good care, but recently it seems to be using a great deal of oil, and I have to remove carbon more frequently than ever before. Would fitting new piston rings help?—Reader.

A.—New rings would help to some extent unless the cylinders are badly out of round or scored. These details can only be determined by careful inspection after taking down the engine. Try a heavier grade of lubricating oil than the one you are using. After a year or two of wear it is always necessary to use a heavier oil.

Q.—The radiator on my car leaks in various places. I have had it repaired several times, but shortly afterward new leaks appear. Some friends advise my using flax seed in the radiator in order to close up the small holes. What do you think about it? Would it be apt to spoil the radiator entirely?—W. S.

A.—The use of flax seed or anything similar will not remedy the trouble satisfactorily. It is more liable to do harm than good. If properly suspended on the frame or cross member of the frame the radiator should not cause so much trouble. It is customary to cushion or otherwise relieve it from unnecessary strains. The use of springs or a felt pad may help. Permanent repairs to radiator are best effected by soldering the defective sections.

Q.—I have a 1917 car and would like to know what care to give the distributor and other parts of it. I mean the part with all the wires running from it to the spark plugs.—Novice.

A.—Keep outside clean with a cloth dipped in gasoline, as dirt will cause short circuits. Clean inside of distributor at least once a month in the same way. See that the carbon brush is not broken, that it moves freely in its guide and that the spring is strong. Keep the interrupter points clean by drawing a piece of double nought sandpaper between them once a month. Note how far the points separate and see if this distance is the same each time you inspect it. Keep the fastenings tight and prevent short circuits.

Q.—My brakes are slipping and tightening the adjustment does not seem to do any good. Please give me a list of causes of slipping so that I may know what to look for.—A. L.

A.—Other causes are grease from axle, worn lining, so that rivets touch brake drum, wear of fastenings, brake rods too far extended and bell cranks out of proper angle for good leverage.

Q.—Would you kindly tell me what is the matter with my 1917 Ford? I have just cleaned out the engine and ground in the valves. I have plenty of power on level roads, but on the hills it seems to die right down.—H. W.

A.—You may have one or more of the following troubles, leaky inlet manifold, choked gasoline line, weak magneto, wrong carburetor adjustment, spark too far retarded. Check these over one by one. Most of them you may test for yourself. Have the magneto tested at the nearest Ford repair station.

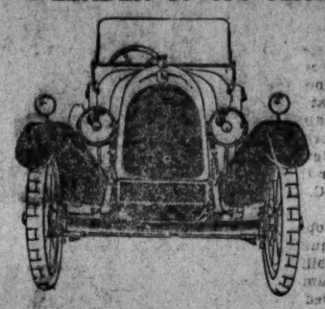
New Batteries Of Motor Should Be Well Inspected

"The vast majority of owners of new automobiles are not alive to the importance of battery examination when their machines are turned over to them," says a battery expert. "It should be heeded by all purchasers of cars that either they are new from the factory or have stood idle for some time. Such machines may suffer from battery depreciation to an unusual degree.

"The storage battery of any car is one of its most sensitive pieces of equipment," explained the speaker. "It should be tested as soon as the automobile is purchased. The owner is likely to think that because the machine is new the battery is all right. In most cases he does not know that any battery should always be put in condition after lying idle for some time. While his new car has been in transit from the factory and on view in the dealer's show-room, his battery, like all storage batteries, obeys the same chemical law of depreciation. The usual treatment in such cases is to add distilled water to all cells and give the battery a freshening charge."

11·9 BEAN

"THE LEADER OF ITS CLASS."



THE 11·9 Bean is built on very robust lines to give long and faithful service to its owner even under the most arduous conditions. Hills and bad roads hold no terrors for the Bean. The highly-efficient 11·9 engine develops more than ordinary power for its size, the springs are large and designed to withstand hard wear, the road clearance ample. One of the finest factories is responsible for its production, and modern manufacturing methods for its very moderate price.

BRIEF SPECIFICATION

Four-cylinder monobloc engine, 69 x 120 mm. Pressure fed lubrication. Zenith carburetter. H.T. magneto ignition. Thermo syphon cooling. Leather to metal cone clutch. Three-speed and reverse. Bevel drive. Detachable wheels. Electric starting and lighting.

Manufactured By

A. HARPER, SON & BEAN LTD.—WORKS: DUDLEY, TIPTON, AND SMETHWICK, ENGLAND.

Price, complete Specification, and catalogue can be obtained from:—

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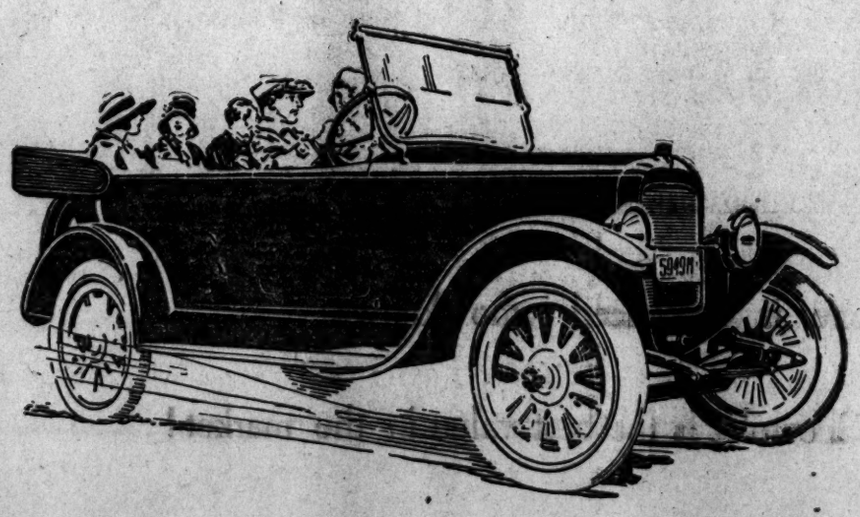
BRISCOE



Driven by satisfied owners in Shanghai and North and South China. Watch the green Briscoe body in every street.

THE ECONOMY CAR

22 miles to one gallon of gasoline. Only a few cars in stock at old prices. New shipment expected shortly at increased prices. Buy while the opportunity lasts.

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Firestone Engineering and the World's Truck Tonnage

Providing the right truck tire for every load and road has been a Firestone responsibility since the first truck tire was built.

Firestone, keeping pace with the trucking industry, has solved problem after problem, until today trucks are hauling a great share of the world's tonnage and are strong allies of the railroads in inter-city traffic.

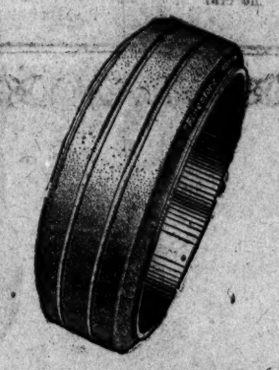
Firestone engineers designed the first truck tire, and the history of truck tire progress is Firestone history.

As the truck builders advanced they found Firestone ready, not only with the right tire but the right rim.

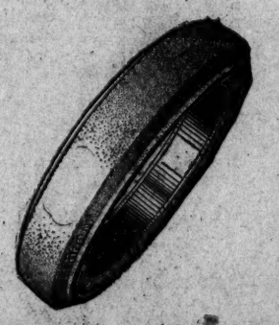
Firestone introduced the channel type of tire, the removable type, the cup cushion type, the giant type, the grooved tread type.

Firestone was first with a practical, efficient giant cord tire equipment, including detachable demountable rims.

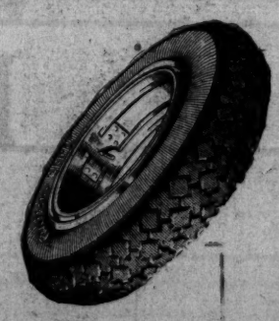
Firestone was first to build a complete line of truck tires—a type suited to every load, road and condition on service.



Firestone Giant Solid



Firestone Removable



Firestone Giant Pneumatic

The Central Garage Co.

2a, Jinkee Road, Shanghai

Most Miles *per* Dollar

Firestone

TRUCK DOES TANK STUNT IN OHIO

Nash Ploughs Through Wall Of Dirt And Bricks In Columbus Test

Hundreds of spectators at Columbus, Ohio, recently watched with interest and admiration the spectacular feat of a Nash quad truck ploughing over an eight-foot wall of bricks and dirt in order to climb out of the deep excavation made for the basement of the new Y. M. C. A. building in that city.

Moving picture operators, attracted by the unique demonstration of climbing ability, furiously cranked their cameras as the immense four-wheeled drive truck slowly but unfalteringly made its way over the immense pile of debris, duplicating the feat of an army caterpiller tank, its all-weather Goodyears giving splendid traction as they gripped the uncertain terrain.

Crowds that had watched previous attempts by trucks equipped with solid tires lost their skeptical looks as the quad conquered all obstacles and made its triumphant way to the upper street level.

As the truck moved ponderously over jagged rocks and through hub-deep mud, listing heavily to one side with but three wheels giving traction and the other whirling impotently a foot off the ground, even the unemotional movie and press graflex photographers were moved to expression.

"Never saw an army tank beat that stunt and I've snapped many in the A. E. F.," admiringly ejaculated one. His pal nodded assent as he turned his cap around and folded the tripod of his camera, ready for his next assignment.

I. B. Hoffman, manager of the O. G. Roberts Company, which staged the unique climbing feat, was loud in his praise of the triumph of his pneumatically equipped truck over the solid-tired vehicles of other contractors. In his admiration he gave vent to his enthusiasm by exclaiming, "Wait till the next war, we'll take the doughboys over the battlefields on pneumatics, we won't need tanks."

LEAKING VALVES

The first symptom of a leaking valve is a hissing sound when compression occurs in that cylinder. To confirm the diagnosis the compression should be tested by turning over the crankshaft slowly.

Essex Car Breaks Trans-Continental Records

San Francisco, August 29.—Motor history was made when an auto bearing U. S. mail traversed the continent from New York to San Francisco in 4 days, 19 hours, and 17 minutes. Simultaneously the same type of car—an Essex—made the trip of 3,364 miles from here to New York in 4 days, 14 hours, and 43 minutes, beating the previous record by 12 hours and 48 minutes.

In the above picture Harry Arnold, who drove the car from Gardnerville, Nevada, to San Francisco, is seen delivering the mail pouch to William St. Amandt, local superintendent of mails, at the end of the record run.

Better Tires No Reason To Cease Caring For Them

"There is a tendency among automobile drivers towards recklessness in the use of their tires because of the greatly-increased mileage being secured on present-day tires, as compared to the best tires of a few years ago," says a local dealer.

"There is mighty little economy in such practice. It is a pretty good plan, even if the automobile driver does not find it necessary to change tires because of punctures or blowouts, to change them occasionally and by all means, to inspect them carefully for cuts and sand blisters.

"Cuts, especially, spread rapidly. The use of a little cut filler in time will add miles of usage to any tire. If taken in time, it will prevent sand blisters and more than pay the owner for the little time devoted to making the repair."

Smallest 'Real Car' Creates Sensation

What is believed to be the smallest high powered automobile in the world has recently been finished in Salt Lake City and is causing a tremendous sensation around there by pulling stunts and other remarkable performances. It will out-demonstrate any cars in the city in a hill climbing contest and has great general all-around utility.

This car is known as "Peanut Pietros' Pup." It was built in the shops of the Sims Company on a design by C. D. Sprague of their staff. It is a runabout, seating two persons comfortably.

The Packard Pup has been thoroughly tried out and proved its power. It has shown a speed of 58 miles an hour, will go up a hill like a fly up a wall, can beat Ty Cobb's time around bases, cannot be tipped over and can turn around on a dime and have a nickel left.

The car has a 42 inch tread, a 75 inch wheel base and is 36 inches high over all. It uses 26 by 4 airplane tires, has two speed transmission and a 6½ gallon gas tank. Plans are being made to have Peanut Pietro take the car on a tour of the country.

Grinding Compound Is Readily Prepared

It is not very generally known that powdered charcoal mixed with kerosene oil makes a very satisfactory valve grinding compound in the absence of regular product. The mixture is applied in the regular way and the grinding carried out just as with ordinary grinding compounds. The charcoal produces a very fine surface, and unless the valves are in unusually bad condition requires little more time than the regular compounds.

FOR TIGHT BOLTS

On Ford converter jobs the bolts which hold the top plate on should be tightened after the vehicle has been driven the first hundred miles.

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OF

SHANGHAI'S

USED CAR MARKET

VALUE—QUALITY—DEPENDABILITY

We buy for cash

We want good used cars
We will pay cash

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THE CENTRAL GARAGE CO.
USED CAR DEPARTMENT

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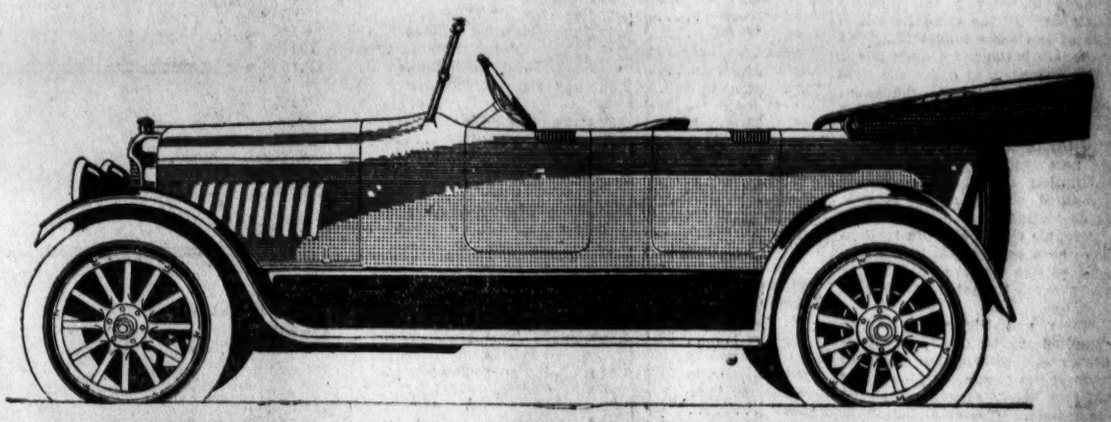
THE GRANT SIX

DEBUT OF THE 1920 WONDER-CAR



The Grant requires no argument to prove its position as foremost in the regard of automobile buyers.

It proves its superior value by developing more power, bore for bore, stroke for stroke, than any other type of gasoline engine.

The Grant Six motor is of exclusive design, and unites with power extraordinary flexibility, accessibility and cleanliness.

The smoothness and balance of the Grant Six, as compared with any other type, is proven economy, and its many superiorities have swept aside all prejudices that existed against it, just as the superiority of the four over the two-cylinder motor carried a revolution in automobile manufacture.

Now a word about the Grant Six body. Its lines speak of its beauty more eloquently than words. The Grant bodies are painted and trimmed in the Grant shops—the finish lasts. They are large, roomy and comfortable.

The upholstery is comfortable and the long grain effect leather is pleasing to the eye and durable in service.

Equipment includes electric double bulb head-lights, ammeter, sight oil feed, electric dash-light, speedometer, electric horn, tyre tools, repair kit, pump, jack, tyre carrier, license bracket, robe rail, foot rail, floor mats, etc. Equipped also with wooden and wire wheels.

THERE IS NOT AN ITEM OF ANYTHING LACKING

THE PRICE IS RIGHT

So that you are saved the middleman's profit and the garage expenses.

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Facts And Figures On Motor Car Trade In U.S.

Copies of the National Automobile Chamber of Commerce's booklet to hand give the following interesting figures:

"Facts and Figures" for 1920 is the annual compilation of statistics concerning the motor vehicle industry for the previous twelve months. Figures for this volume have been compiled from Government sources, research bureaus, the trade press and questionnaires to the various companies. Credit is given to the different sources of information.

"First among finished products" is the position of the motor vehicle industry in the nation's business. At the same time it is one of the basic industries. The motor car is the new transit power of the country, to which the time of the individual and the handling of short haul freight has been attuned. From a comparative toy or novelty it has become a necessity, as evidenced by tabulation of its users. Nearly one-third of the output is used in agriculture.

Graphic charts and illustrations have been emphasized in the present edition so the reader may see the most significant facts at a glance.

Facts and Figures has been compiled to be useful to those within and informative to those without the industry that all may have a better conception of its magnitude. The co-operation of all who can contribute suggestions or additional information for future editions is asked for.

The booklet gives the following intersting statistics:

In 1919 $3,166,824,594.00 was the volume of motor vehicle parts, tires and accessories wholesale business:

Value complete car and truck output	$1,885,112,546
Balue parts and accessories output	621,722,048
Value tire replacement output	660,000,000
Value tire sales to car mfg.	165,000,000†
Motor vehicles produced	1,974,016
Number cars	1,657,852
Number trucks	316,364
Percent gain over 1918	71%
Percent exported	4.2%
Registration in U.S.A.	7,558,848
Largest State registration, New York	566,511
Largest State gross gain, New York	107,219
Largest State percent gain, North Carolina	51%
State leading ratio to pop., California	6.07%
Ratio to pop. in U.S.	14.14%
Tire and Fuel Figures:	
Gasoline produced	76,667,875 bbl.
Gasoline consumed by motor vehicles	51,874,500 bbl.
Tires produced by motor vehicles	33,000,000
Equipment business	6,600,000
Replacement	26,400,000
Passenger car gains in 1919:	
Total output	1,657,652
Open cars	1,496,652
Percent gain total car output over 1918	78.9%
Value of output	$1,461,785,925
Percent of output expotred	4%
Number of Passenger cars in U. S.	6,808,848
Largest state user, New York	446,593
Owned by farmers	2,366,475
Passenger car Builders:	
Capital invested	$784,660,761
Number of factories	131
Value of repair parts produced	$117,000,000
Retail Passenger Car Business:	
Passenger car Dealers	32,245
Garages	36,227
Repair shops	43,643
Charging stations	4,587
Motor truck progress in 1919:	
Total production	316,364
Percent gain over 1918	39%
Wholesale value of output	$422,326,621
Commercial Vehicle Registration	750,000
Number of States registering trucks separately	23
Percent of output exported	4.9%
Largest State user, New York	119,918
Trucks on farms, approximately	100,000
Truck makers:	
Capital invested in	$230,782,577
Number of employes	68,180
Number of factories	268
Truck dealers	18,336

Better To Run Over Rock Then To Strike It Glancing Blow

A surprising fact, remarks a local expert, in tire conservation, "is that it is better to run over a rock in the road way than to hit it a sharp glancing blow. Of course such obstacles should be avoided if possible, but when the dilemma of a choice is forced upon the motorist, this decision is best.

"To hit a rock head on may cause a severe jolt, and further more is likely to stone bruise the tire, but it causes less damage in the end to the tire properly inflated than a sharp blow against the side wall and rim. As explained by tire experts, the reason for this is that the tread of a tire is the part best able to absorb shock incident to normal operating conditions.

"Side walls, however, are not intended to be shock absorbers but to give the carcass of the tire strength and shape. Rubber on the side wall is laid on to protect the tire fabric from the destructive action of the elements.

"The tread of a tire is thick and resilient and made to withstand the abrasive action of the road."

Cunningham Car Sets Tire Record

Bang! Another stock car record broken.

Official figures of the American Automobile association credit a stock Cunningham roadster with the fastest average speed ever made by any stock car for six, eight and ten miles.

With fiery Ralph De Palma at the wheel, the little car flashed over six miles at the Sheepshead Bay track in three minutes, fifty-seven and eightenths seconds—a speed of 90.8 miles an hour.

Eight miles were reeled off in five minutes, sixteen and six-tenths seconds, an average of 90.96 miles an hour, while 10 miles were completed in six minutes, thirty-six and four-tenths seconds, the Goodyear cords carrying the powerful roadster along at an average speed of 90.95 miles an hour.

These performances are all the more remarkable because of the fact that the car was new and was driven 410 miles from the factory at Rochester to the speedway for the trials.

TRIUMPH

TRAVEL worries are not for the owner of a Triumph Motor Cycle. These famous machines cut riding expenses to a minimum at the same time affording the rider the benefits of a healthy pastime.

Triumph Pedal Cycles are also noted for their many exclusive features.

CYCLE OR MOTOR CATALOGUE FREE.

TRIUMPH CYCLE CO., LTD., COVENTRY.

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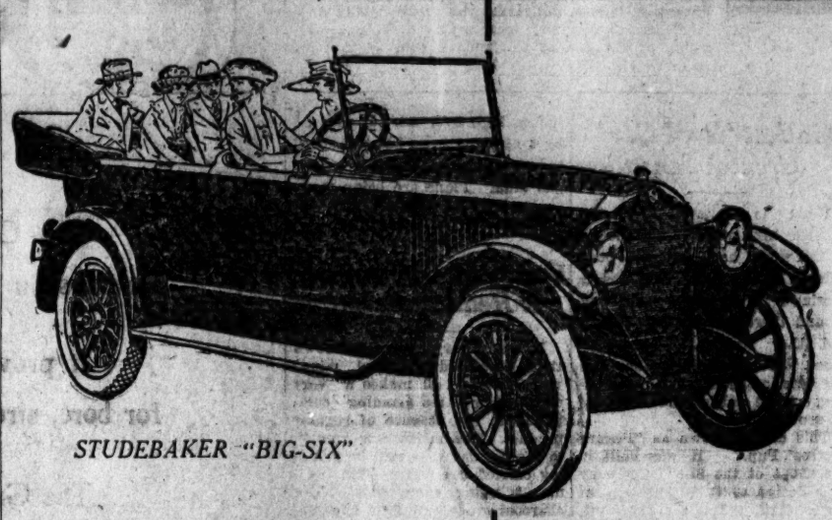


STUDEBAKER "BIG-SIX"

In buying a car

there is more than the car itself—its engines and its finish—to consider. You want to make sure o the nature of the service that subsequently will be rendered by the agents of the car,

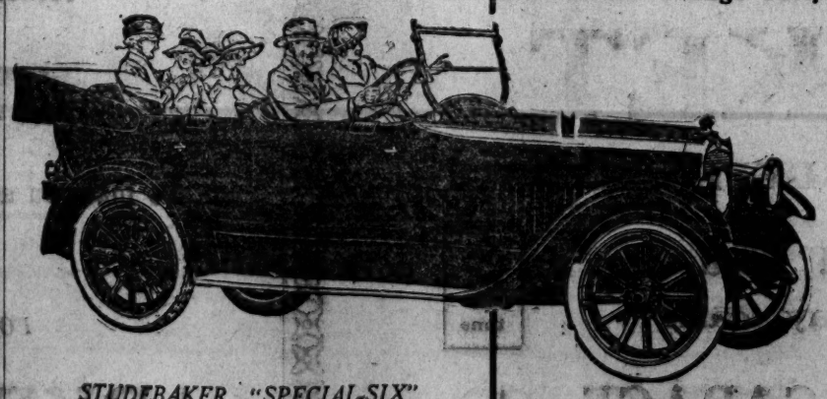
Your car will need adjustments and repairs from time to time. Then, too, there is no car made that does not require spare parts on occasion.

SERVICE, therefore, is the keynote of the transaction. That service, in the fullest sense of the word, we take pride in being able to render.

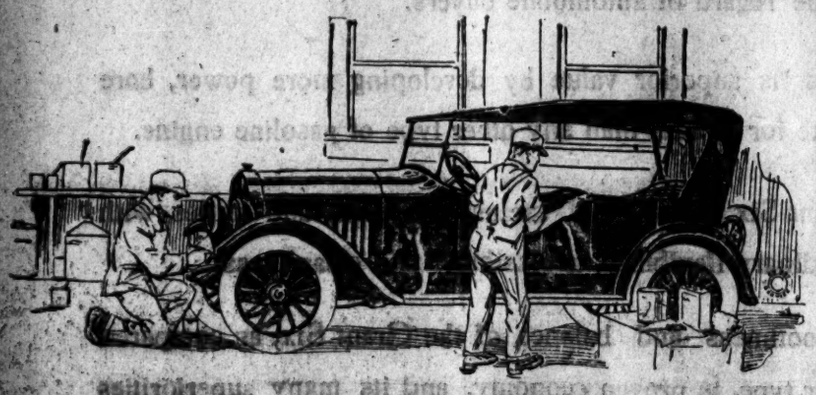
Our repair shops, under the direction of highly-skilled foreigners, are too well-known to need description. As regards spare parts, we have a large and complete stock, and, as you know, Studebaker spare parts may be relied upon.

The Shanghai Horse Bazaar & Motor Co., Ltd.

Motor Garage Telephones—West 1641, 1642, 1643



STUDEBAKER "SPECIAL-SIX"



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(Schlobohm and Diamond, Managers)

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CENTRAL GARAGE CO.

Main Office: 2a Jinkee Road

Tel. Central 3809

Motorists Advised On Care Of Tires For Full Mileage

It must be remembered that a ...e consists of a casing and a tube. The two are interdependent. The ...sing protects the tube, which is ...e air container, and in turn the ...e supports the casing with a ...ushion of air. Any injury to either ...sing or tube may immediately or ...n time affect the other. Thus, a ...abric break in the casing may ...ltimately injure the tube, or a ...low leak in the tube may cause ...casing injury due to underinflation.

Consequently, the importance of ...he proper care of the inner tubes ...annot be too strongly emphasized. Tubes kept properly inflated and protected from injury will surely deliver more mileage.

Here is a brief description of the various causes of tube injury, the ultimate result of an injury, and a simple, easy method of prevention and repair.

1—Carrying the Spare Tube Unprotected—Always carry them loosely in the tool box. Here they come in contact with greases, oils and tools. The oil and grease causes the rubber to rot; the tools with their sharp edges often gash the tube. The tube is frequently shifted for some needed article, and in time the vibration and jolting of the car chafes and deeply wears the folded edges.

If spots of grease and oil are noticed on the tube, clean them off with good gasoline.

SPARE TUBES DEFLATED

Spare tubes should be entirely deflated and kept folded in a bag. Do this by opening the valve and rolling up the tube, so that all the air is forced out. Then replace the valve cap, tie it with a string or a rubber band, dust with a talc and put it in a tube bag.

2—Improper Application of Talc—Talc is used in the casing to provide lubrication for the tube, to prevent tube chafing and to keep the tube from sticking to the casing wall.

When talc is sifted moderately on the inside of the casing as the tube is removed, it lessens the friction between the tube and the casing, reduces heat and lengthens the life of the tube. To apply the talc sprinkle it into the casing while turning the latter. The talc adheres to the inside casing wall and provides a smooth, lubricated surface for the tube.

When too little talc is used, the tube has a tendency to stick or even to vulcanise to the inside casing wall. Thus, when removing the tube from the casing, it may be torn or ripped. If it does stick, pour a small amount of gasoline on the part that is sticking, then pull the tube carefully and slowly so that as it breaks away the tube is not torn.

On the other hand, if too much talc is used, a residue may accumulate in one spot. This residue of talc packs, bakes and hardens in use, and the sharp lumps cut into the rubber tube wall.

REMOVE EXCESS OF TALC

Use plenty of talc, but remove all excess from the casing by bouncing the tire and scraping out the accumulation in the bottom. Now, if the tube does stick to the casing and if when taken out is not badly torn, then it is entirely feasible to repair it yourself. The repair of these smaller injuries is similar to the repair of small tube injuries caused by punctures, pinching and blowouts. A serious injury should be repaired by an expert vulcaniser.

3.—Improper Application of Tube Inside Casing.—A tube should never be inserted in a dirty casing, or a casing that has not been properly talced.

When a tube is inserted in the casing, care should be taken that it is not pinched between the casing and the rim; that there is no tension on the tube caused by improper adjustment at the valve stem hole in the rim which also may cause the tube to be pinched and torn. If a flap is used, be sure it is inserted smoothly between the heads of the casing and the tube; this prevents the tube from being pinched under the beads.

Properly to apply the tube in the casing follow this procedure:

(a) Remove all dirt from the casing.

(b) Thoroughly talc the casing and remove all excess by bouncing the tire and scraping out the residue.

(c) Inflate the tube slightly before insertion so that it will lie smoothly in the casing without being twisted or apt to be pinched between bead and rim.

(d)—Next put the valve cap back on the stem.

(e)—If a flap is used, be sure that it fits properly.

(f)—Be sure that there is no tension caused by improper adjustment of the valve stem to the valve stem hole in the rim.

KEEP TIRES INFLATED

4.—Underinflation.—Underinflation is caused by a slow seepage of air through a dirty or worn valve or by a slow leak in the rubber tube.

Either of these may not seem great enough to be considered important but in time they let enough air escape to reduce the pressure below the safety point. The side wall of the tire may be broken or a stone bruise may be inflicted, both of which, unless quickly repaired, will cause weakening of the casing and an injury to the tube, finally resulting in a blowout. If the car is run while the tire is flat, it is evident also that the tube will be pinched between the rim and the casing, often causing total destruction of the tube. To prevent expensive injury of this sort, use a pressure gauge frequently to detect the first evidence of underinflation.

Oftentimes a tire deflates slowly when no injury can be detected in the tube itself. In such cases test the valve by inflating the tube and pulling the uncapped valve stem under water. If the valve is leaky, air bubbles will come up. To test the valve without removing the tube, wet the finger, rub it over the valve opening, and if the valve is leaky, bubbles will form. If the leak is slow it may require 30 seconds to form a bubble.

If the valve leaks, remove the inside core and brush it with an ordinary tooth brush to remove all dirt. If this does not stop leakage, it is evident that it is worn out and new valve springs should be used.

USE OF BLOWOUT PATCH

5.—Punctures—When casing and tube are both punctured from the outside by nails, glass or other sharp fragments, the tread should be repaired by using tire putty and cement. Also an adjustable blowout patch should be used as an emergency repair on the inside of the casing to cover up the injured inside fabric. This protects the tube, for the casing again presents a smooth even surface. For a permanent repair the tire should be vulcanised.

Particles of dirt and grit inside the casing or flakes of rust from the rim often cause slow leaks and punctures in the tube. To prevent tube injury from these inside causes, see that the casing is thoroughly cleaned, and then hammer the rim while the tire is removed and scrape off all loose flakes of rust and dirt. The rim should then be painted with graphite paint.

These small tube injuries caused from inside, and those noted in the preceding paragraphs, caused by nails and glass, can be quickly repaired by the directions given below, but large injuries should be repaired by an expert vulcaniser.

In repairing tube punctures and small breaks, first rough up the tube around the cut or puncture with sandpaper, a dull edge or with a metal buffer. Clean with gasoline on a rag and allow to dry. Next apply two separate coats of patching cement. Allow each coat to dry until it becomes sticky; approximately four or five minutes are required.

USING INNER PATCH

Now, take a self-cure inner tube patch, or cut a piece of sheet gum enough to cover the injury and to extend one-half inch or more on each side. Remove the holland (which is a layer of cloth placed over the pure gum adhesive side of the patch to protect it), place the patch over the injury at once, the uncured side down, and keep under pressure for two or three minutes—longer if possible.

It is a good idea to press the tube at the patch on the warm radiator of the car, as this facilitates the drying and produces a firm union of tube and patch. After the patch is firmly seated, dust with talc and the tube is ready for use.

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SPECIFICATIONS

Number of cylinders 4
Engine stroke 102,167 m/m.
Engine bore 69.5 m/m.
30 to 35 miles per gal. of gasoline
Speed 4 to 45 miles per hour
Weight 1,600 lbs.
Wheel base 102 inches
Turning radius 35 ft.
Ground clearance 8½ inches

Deliveries can be made from stock

THE CENTRAL GARAGE CO.

Phone C 3809 Exclusive Distributors 2A, Jinkee Road

Don't Let Tire Graze Curbing Is Warning

Here is a little story—a true one—about a professor in science at Yale and his first automobile, a handsome sedan equipped with everything fancy, including a set of cord tires.

The professor had a lot of fun learning to drive and got by without a penny of expense until, after 700 miles of travel, he found that the front tire on the right side of the car was going to pieces. He took the worn tire off and replaced it with a new shoe, only to find that it broke down in exactly the same way in less than a thousand miles. Then he talked it over with his tire dealer, who promptly asked him whether in driving up to a curb he was in the habit of letting the tire graze along the curb. Receiving an affirmative answer the tire man explained that such treatment would ruin any tire.

"Every time a driver allows his tire to scrape along a curb, he scrapes several dollars in wear off the tire," says the United States Tire Company. "The grinding causes the rubber covering to break away from the carcass and at times does harm to the carcass itself."

TIRE SIZES ARE BEING STANDARDISED

The tire industry is rapidly working toward a final standardisation of tire sizes, under a plan of action outlined by the Rubber Association of America.

Before the war the idea of discontinuing the manufacture of tires of odd sizes met with approval from the manufacturers, and when the government in the midst of the war announced the to conserve rubber the gradual elimination of unusual sizes would begin, there was commendation both from the manufacturers and dealers.

At the conclusion of the war tire manufacturers, rim makers and car builders continued to cooperate with a view to reducing the number of sizes to the smallest possible number compatible with giving adequate service. Under their plans all owners of cars using tires of unusual sizes will be able to get tires for their cars as long as the cars last, but no new cars will be made calling for any except the standard sizes.

In a letter issued to its selling forces the United States Tire company says:

"All sizes, other than those that have been selected as the standard sizes to be perpetuated, will be made for the present for renewal purposes only. In other words, only the sizes that are listed below are to be sold, effective Jan. 1, 1920, as original equipment. As the replacement demand for some of the temporary sizes falls off, we will discontinue to make those sizes, and you will be notified from time to time of the sizes that are dropped. 'You will note that the 30 by 3 clincher pneumatic automobile tire is not included in the standard list of perpetual sizes. This size, however, we will continue to furnish to the manufacturers of small cars, pending the completion of those companies' arrangements to standardise on 30 by 3½ tires.'"

The tire sizes selected for perpetuation are as follows:

Pneumatic Automobile Tires.—30x3½ Clincher, 32x3½ Straight Side, 31x4 C. L., 32x4 S. S., 33x4 S. S., 32x4½ S. S., 33x4½ S. S. 34x4½ S. S., 33x5½ S. S. and 35x5 S. S.

Solid Truck Tires.—32x3, 36x3, 32x3½, 34x3½, 36x3½, 33x4, 34x4, 36x4, 34x5, 36x5, 40x5, 34x6, 36x6, 40x6, 34x7 36x7, 40x7, 36x8, 36x10, 40x10, 40x12 and 40x14.

Pneumatic Truck Tires 34x4½ S. S., 34x5 S. S., 35x5 S. S., 36x6 S. S., 38x7 S. S., 40x8 S. S. 42x9 S. S. and 44x10 S. S.

State And County Highway Unexpended Bond Issues To March 1, 1920

Compiled By Portland Cement Association

	STATE		COUNTY		TOTAL	
	Authorised	Proposed	Authorised	Proposed	Authorised	Proposed
Alabama	$25,000,000	$.....	$5,000,000	$.....	$30,000,000	$.....
Arizona	.....	.....	8,800,000	.....	8,800,000	.....
Arkansas	.....	.....	4,900,000	.....	4,900,000	.....
California	40,000,000	.....	28,435,000	1,400,000	68,435,000	1,400,000
Colorado	.....	25,000,000	.....	.....	.....	25,000,000
Delaware	.....	.....	500,000	.....	500,000	.....
Florida	.....	.....	2,615,000	.....	2,615,000	.....
Georgia	.....	.....	15,375,000	.....	15,375,000	.....
Idaho	.....	2,000,000	7,873,000	.....	7,873,000	2,000,000
Illinois	60,000,000	.....	9,052,845	4,100,000	69,052,845	4,100,000
Indiana	.....	.....	860,000	.....	860,000	.....
Iowa	.....	.....	18,475,000	.....	18,475,000	.....
Kansas	.....	60,000,000	50,000	.....	50,000	60,000,000
Kentucky	.....	.....	2,830,000	.....	2,830,000	.....
Louisiana	.....	.....	8,267,000	.....	8,267,000	.....
Maine	8,000,000	.....	.....	.....	8,000,000	.....
Michigan	50,000,000	550,000	3,100,000	.....	53,100,000	550,000
Minnesota	.....	100,000,000	12,800,000	.....	12,800,000	100,000,000
Mississippi	.....	25,000,000	15,848,000	.....	15,848,000	25,000,000
Missouri	.....	60,000,000	15,119,600	2,550,000	15,119,600	62,550,000
Montana	.....	15,000,000	6,283,000	850,000	6,283,000	15,850,000
Nebraska	.....	.....	3,000,000	.....	3,000,000	.....
Nevada	1,000,000	.....	200,000	.....	1,200,000	.....
New Mexico	.....	2,000,000	200,000	.....	200,000	2,000,000
North Carolina	.....	.....	13,459,635	.....	13,459,635	.....
Oklahoma	.....	.....	1,297,000	1,400,000	1,297,000	1,400,000
Oregon	10,000,000	.....	12,061,704	2,000,000	22,061,704	2,000,000
Pennsylvania	60,000,000	.....	16,217,945	3,064,500	76,217,945	3,064,500
South Carolina	.....	.....	8,560,000	.....	8,560,000	.....
South Dakota	.....	.....	.....	2,000,000	.....	2,000,000
Tennessee	.....	.....	7,385,000	700,000	7,385,000	700,000
Texas	.....	.....	88,708,000	1,250,000	88,708,000	1,250,000
Utah	4,000,000	.....	2,766,000	150,000	6,766,000	150,000
Washington	.....	30,000,000	9,535,000	512,000	9,535,000	30,512,000
West Virginia	.....	50,000,000	8,426,000	1,727,300	8,426,000	51,727,300
Wisconsin	.....	.....	36,887,000	.....	36,887,000	.....
Wyoming	2,800,000	.....	.....	.....	2,800,000	.....
Total	$260,800,000	$369,550,000	$374,886,729	$27,703,800	$635,686,729	$391,253,800

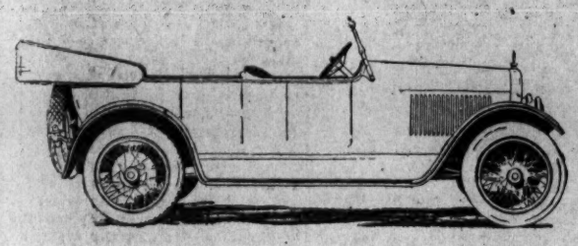
Total authorised to March 1, 1920 ..... $635,686,72
Total proposed 391,253,80
Grand Totals (proposed and authorised) 1,026,940,52

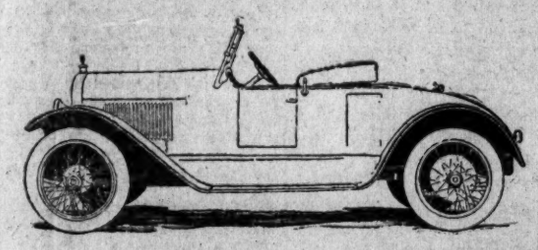
This list includes only those bond issue authorised since January 1, 1919, with a few exception (both State and County) which were authorised prior to 1919, but under which practically no expenditure has been made to date.

Bond issue projects are listed as proposed only when election dates are actually set.

KING MOTOR CAR CO. KING THE CAR OF NO REGRETS DETROIT U.S.A.

KING "8"





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The five, four and two-passenger models make an especial appeal to those who desire the utmost in efficiency, combined with the beauty of finish and excellence of coach-work that is found in the highest degree in the Velie.

The new cars show a still further development of mechanical efficiency and a wealth of refinement in those little details which please and satisfy and which experience only can produce.

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Goodrich Silvertown Cord Tires are Comfort-Giving and Strain-Absorbing. Resiliency is produced by the construction of Layers of Cord made of the best Sea Island Cotton impregnated with Pure Live Rubber. Moulded by internal air pressure, Even Tension is given to each part and Uniform Lasting Wear to the entire carcass.

You are assured of marked tire economy if you use Silvertown Cords.

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TIRE DEPARTMENT

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American Auto Makers May Have To Change Style For Export Cars

American motor car interests are inclined to view the effort being made in Great Britain to prevent the use of cars there having the left-hand drive as an attempt actually fostered by the British automobile manufacturing industry to curtail the large importation of cars from this country, says the New York Times. The American Chamber of Commerce in London recently issued a warning to American manufacturers of the possibility that motor cars driven from the left-hand side will not be allowed to remain on the roads of Britain in future. The rule of the road for vehicular traffic in Great Britain is the exact opposite to that in this country and France. Here and in France the rule of the road is to the right. In Great Britain the rule is to the left.

It is almost certain, says the American Chamber, that special appliances will be compulsory on such cars, and it may be worth while for those wishing to export cars to Great Britain to build them to conform to the traffic laws in that country as, in that way, much expense may be saved and accidents avoided.

TELLS OF EUROPE

In this connection the following statement by M. L. Hemingway, general manager of the Motor and Accessory Manufacturers' Association, who recently returned from a visit to industrial centers of Europe, is of interest.

"In England more than France," he says, "is opposition to American aggressiveness. Some of our manufacturers of smaller cars, as well as tires and a few other accessories, constitute to the British mind a real menace to their home industries, and various methods of meeting American competition are being actively discussed."

Some very strong arguments have been advanced in England regarding traffic dangers incident to left-hand driving. One of the motor journals, evidently feeling that this view has been exaggerated, said recently:

CALLED DANGEROUS

"It is alleged that they (left-hand-drive cars) are dangerous, and that they put a premium on accident. Every time one of these vehicles is involved in any untoward occurrence, the daily press makes a feature of the happening, and hangs upon it a story and an argument. The thing has gone so far that it is now becoming quite the practice for drivers to put down to the left-hand drive any little lapse from the paths of rectitude—in driving I mean—in which they may be detected. So far I have not seen it advanced as an excuse for exceeding the speed limit, but even that will doubtless come."

General Sir Henry Marbury of the Ministry of Transport is Chairman of the Committee on Motor Car Regulations, which has held several hearings to determine what action shall be taken. Should left-hand-drive cars be prohibited, it would work serious harm to our export motor trade, stopping the exportation of the great majority of cars unless those designed for export trade were altered materially, and the expense of making a certain percentage of cars with the right-hand drive would be quite heavy.

The Foreign Trade Committee of the National Automobile Chamber of Commerce has discussed the matter, and it has been suggested that those manufacturers who would be most seriously affected by such a prohibitory act unite for concerted action. Frederick Cardway, Vice-President of the Packard Motors Export Corporation, recently addressed a letter to Sir Henry Marbury, calling attention to what he and other American manufacturers regarded as a trade injustice. In part he said:

TRAFFIC SYSTEMS

"The great number of left-drive vehicles in England and right-hand-drive in America prove sufficiently the adaptability to any traffic system. The British public have purchased American cars equipped with left-hand drive, I assume because they liked them. If the individual did not care for such vehicles, the dealer handling them would undoubtedly find it out before long, because he would find no market for his product.

"We have quantities of imported right-hand-drive vehicles in America, and no doubt British manufacturers expect to ship their product to this country as soon as they are in a position to do so. The thought came as to whether we should take in this country similar action. However, such action would be very narrow-minded, and I have suggested that in our efforts to clear the situation we avoid methods which are not dignified or which should not be used by men thinking internationally."

It is interesting to note that, despite the general use of left-hand-drive cars here, there are thirteen American motor vehicle companies building cars or trucks with right-hand steering. The Fifth Avenue buses are all steered from the right-hand side. All of the Ford cars in Great Britain, of which there are a great number, made in the Ford plants right-hand drive, while those made in this country have the left-hand drive.

SPRING SHACKLES

The shackles or hangers of truck springs must be kept properly lubricated. Rust often clogs up the small vents and keeps the oil from performing its function. The use of a little kerosene at intervals will tend to keep these oil holes open.

Motor Truck Tips

Semi-Trailers—One of the great advantages of the semi-trailer is its smal turning radius. A motor truck or a tractor with a semi-trailer requires no greater space for turning than the truck or tractor itself. Backing is accomplished, in just the same way as with a horse and wagon.

Road Oiling—A power oiling outfit which can be mounted on a five-ton truck chassis will oil anywhere from 4,000 to 8,000 square yards of road surface in a eight-hour day. The cost of oiling with this equipment will be in the neighborhood of 5c per running foot, and the outfit may also be utilized for sprinkling and flashing streets.

Idling Wastage—One of the most serious leaks in the operation of the motor truck is found in engine idling for considerable periods. When idling the truck engine consumes more gas than if it were running 15 miles per hour. This practice is easily stopped at the home loading platform, but when the driver is on the road it is difficult to keep any check on him. The bonus system which offers the driver a percentage of the cost of gasoline saved is the best method of cutting down this serious form of waste.

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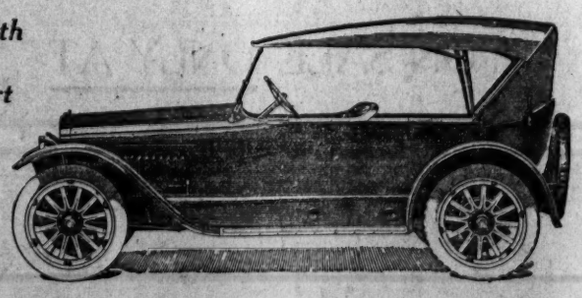
Introducing the New

Commonwealth and Craw Elkhart Magneto FOUR 1920 MODELS in stock



This beautiful 5-passenger Model has a 117-inch wheel-base. In all the New Models nearly 100 costly improvements are embodied.

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Effective against Gasoline and Oil Fires
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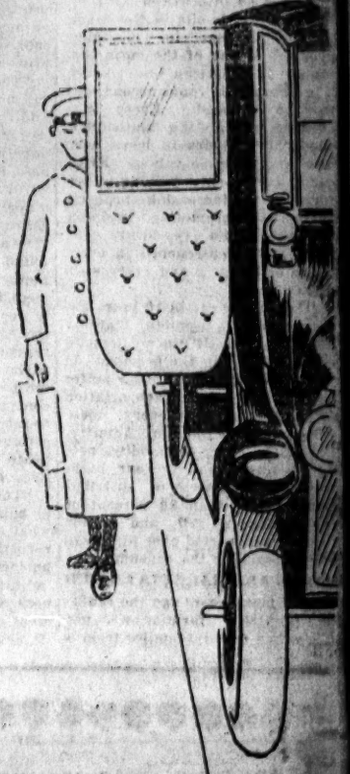
SUMMER IS OVER!



LOOK at the models of FORD CLOSED CARS on view in our showroom

R. A. Hutchinson
SALES MANAGER

Winter Is Almost Here!

HUDFORD GARAGE

Dodge & Seymour (China), Ltd. (Owners)
Phone Central 322 and 5087

Automotive Industry Will Soon Speed Up Production

Recent curtailment of production in the automotive industry, caused by a combination of unfavorable economic conditions, is only temporary in nature and need not be viewed with alarm.

This is the key-note of a significant statement issued by the B. F. Goodrich Rubber Company, Akron, Ohio, one of most prominent institutions in the automotive industry.

The optimistic tone of the statement is of special interest in view of the fact that the Goodrich factories have been less seriously affected than the great bulk of rubber concerns in the Akron district, which produces two-thirds of the rubber goods manufactured in the United States.

PERMANENT STABILITY

The Goodrich company believes that in spite of the temporary disturbance now existing, business of America is fundamentally sound. The automobile business is one of the keystones in our arch if business stability and so long as it is not seriously affected, it will go a long way toward sustaining the economic structure. The automobile industry is so interwoven with the business and habits of the American people that its continued progress is one of the most vital factors in American life today. The automobile ranks second only to the railroad. Every mile checked off on the automobile speedometer helps to boost business and increase values. Every car in operation is helping to pay for itself by increasing property values and promoting business. The automobile is firmly and irrevocably entrenched in every phase of business and every walk of life.

"The motor car in 10 years has done more to promote highway building than all other agencies combined during the previous 30 years. Better roads mean better transportation and transportation intimately concerns every man, woman and child in America. Practically every commodity produced must pass over our highways in the process of distribution. More than 90 percent of the tonnage of rail and water lines is transported over highways before reaching the consumer.

FARMS AND MARKETS UNITED

"Not many years ago the radius of profitable farming was not more than 10 or 12 miles from a railroad. Improved roads and the motor car now make it possible to successfully cultivate farms at a far greater distance from railway shipping points and automobiles and good roads are today saving a vast quantity of farm produce which heretofore rotted for lack of transportation.

"The whole mechanism of industrial and social life is built upon the more rapid transit of the motor car. To think of steming the enormous stream of motor trafic would be the climax of econimic folly. To go back to the horse as a means of transportation would be impossible as well as impractical. We cannot move backwards. We must move on and we have got to move by way of the automobile. This is a practical and economical fact. No amount of logic can argue it away.

MORE HIGHWAYS

"America is spending this year, more than half a billion dollars in new highway construction, to say nothing about the millions for highway upkeep. Every dollar of this money being spent is bound to add to the ultimate prosperity of the country, and the automobile industry stands as sponsor for this colossal road improvement program.

"The passenger car alone, to say nothing of the incalculable and increasing benefits of the motor truck, has gone farther and done more to promote the business prosperity and the economic advancement of America than any other single agency excepting the railroad alone.

"An industry which has been found in great measure the most remarkable part in the development in the world's history, surely represents a formidable entrenchment, which if properly supported, will help the whole nation withstand the force of almost any economic shock. And contrarywise, whatever attempts to interfere with such an industry, seriously tampers with the delicate balance of business economics as a whole.

"The fact that certain individual business are already somewhat shaken, is in most cases a reflection not on the soundness of business as a whole, but rather an indication only of the unsoundness of certain business management. Every depression brings its acid test which carefully refines and relentlessly exposes those inherent weaknesses which in normal times might be taken for strength. And in a final analysis, the buying public presides as chief chemist.

SLOW DOWN TEMPORARY

"We are in a situation today which comes almost logically after a great orgy of spending. In a large sense we are experimenting the feelings of 'the morning after.' The consumer, for the time being, has put on the brakes. But he is by no means going to stop and just as soon as he readjusts himself he is going to assume a firmer stride than ever. Because he still has gaping wants and needs which production has not begun to fill.

"Let us not for a moment lose sight of this latter fact, namely: That production, excepting in a very few commodities, is far in arrears of the wants of the consumer. Herein lies the fundamental ground work for supreme confidence. It should sound the keynote for the highest optimism. It is a solid foundation upon which everybody can safely stand and truthfully assure himself that American business has in store a sound and promising future."

Perfect Curing In Tires Needed For Uniformity

Certain methods of construction have been found, through long experience in the manufacture of pneumatic tires, to give better results and to produce a more uniformly perfect product than others, according to mechanical superintendent.

For instance, hand building assures greater attention to every detail, and careful attention is therefore practically continuous from the first selection and compounding of raw materials to the final stamp of approval.

Greater inbuilt sturdiness is assured when the entire tire is built up complete of uncured compounds, wrapped with cotton tape, and then vulcanised in one operation. The live steam thus comes in contact with every portion of the rubber, resulting in an even cure, a tough tread and superior resiliency and strength.

Reasons For 'Deluxe' OldsmobilePopularity Out Missouri Way

In Missouri or Maine or anywhere else the predominant reasons for Oldsmobile popularity are to be found in the Oldsmobile itself and in the Oldsmobile reputation for quality—quality which for twenty-two years has set the pace in American motordom. But in various sections of the country there exist special reasons for Oldsmobile popularity. In St. Louis and the territory surrounding it one finds that the names Oldsmobile and DeLuxe Automobile Company are almost inseparable and that the name De-Luxe is widely accepted as a veritable guarantee of fair dealing.

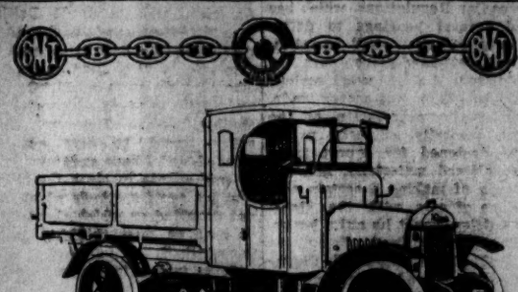
To understand and appreciate this it is necessary to know something of the history of this concern, of the organisation and of the ironclad policies pursued to maintain the lofty standards established for all business dealings.

The business was organised in a small way in 1913 as a partnership, in which the present owner, Mr. P. H. Brockman, was a partner. Within two years this young concern had fittingly demonstrated its caliber as to merit the Oldsmobile distributing franchise for the very large territory embraced in the eastern half of Missouri, the southern part of Illinois and a small section of Kentucky. Within the year following the organisation grew from five to seventy members, and has never ceased growing at a healthy rate.

While the reason "DeLuxe" for Oldsmobile popularity in the St. Louis territory are various, they may be summed up under the single head Service, which with Mr Brockman is little short of a religion. Frst, he is concerned with the service the dealers under his supervision render the Oldsmobile owners in their territories. Hence, a Wholesale Department is maintained at St. Louis under the head of Mr. Z. A. Barker; and four capable representatives are kept constantly on the road for the express purpose of co-operating with dealers. In addition, an immense stock of service parts is maintained in St. Louis so that any dealer may be served in almost any of his requirements on a few hours' notice.

Because he believes in practicing what he preaches (and by way of setting a 100 percent example for those in the outlying territory) he maintains a service department for the city of St. Louis and its environs that is a model of completeness and efficiency. This service station, which is separate from the downtown salesrooms at 3118 Locust Street, is very centrally located at 3807-19 Laclede Avenue. It comprises 45,000 feet of floor space, and in addition to the equipment usual to a first class service station, includes a complete machine shop and a fine upholstery shop. The handsome service wagons, of which there are four, are always on the job at St. Louis Oldsmobile owners will testify.

As an indication of the esteem in which Mr. Brockman is held in St. Louis' automobile and civic circles, it is noteworthy that he is president of the St. Louis Automobile Dealers' and Manufacturers' Association, president of the Anti-Auto Theft Association, chairman of the Good Roads Committee of the Million Population Club, and chairman of the City Legislation Bureau of the Federated Roads Council.



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30-CWT. LORRY

THE rapid and widespread success of the Vulcan is the outstanding feature of this branch of British Engineering. Its design shows what skilful and experienced engineers can achieve by simplicity. Its construction maintains the finest traditions of the British skilled worker. Hence wherever the Vulcan chassis is used—whatever body is put on it—its low running costs and capacity for hard service give unlimited satisfaction.

We are specially organised to meet overseas demands—cable your requirements.

Specification includes: Engine—Four-cylinder monobloc, 90 x 130 mm. Gear Box—Four speeds and reverse. Central gate change. Brakes—Foot brake acting on drum at rear of gear box. Hand brake, internal expanding on rear wheels. Steering—Four-life worm wheel and worm. Rear Axle—Full floating type with worm drive. Control—Foot Pedal and steering wheel lever. Wheels and Tyres—Cast steel wheels, fitted with 860 by 90 solid rubber tyres (720 fitting), singles to the front and twins to the rear.

MANUFACTURED BY VULCAN MOTOR & ENGINEERING CO. (1906), LTD., CROSSENS, SOUTHPORT, ENGLAND.

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SMALL CARS ARE STILL USERS OF FABRIC TRIES

Cords Popularity Runs To Large Sizes, Report Of Great Factory

While the popularity of the cord tire is sweeping rapidly forward among motorists, fully seventy percent of the cars of the country, constituting the "small car" class, still ride on fabric tires. The manufacture of cords has been confined largely thus far to the larger sizes, and the great mass of the small cars are still equipped with fabrics of the clincher type.

The light weight of these cars makes it possible for the fabric tires to give mileages quite as impressive in their way as the records rolled up by their more celebrated competitors, the cord tires. A letter received by the United States Tire Company from G. Euritt of Churchville, Va., stated:

"It may interest you to know that I have been driving a small car for five years, equipped originally with United States fabric tires. One of the original tires is still in use without a break in it. Two others of the original tires have only recently been retreaded."

At the big Detroit factory of the United States Tire Company small-size fabric tires are manufactured in a factory unit so large that it is really an enormous plant in itself. Here hundreds of skilled tire-workers have attained a skill that represents the accumulated intensive training of thirty years of fabric tire building. The machinery used has been developed during the long years of fabric tire manufacture until it has reached a degree of excellence and efficiency seldom attained in any line of manufacture. There is close rivalry between the workmen in fabric and cord tire divisions and the fabric tire builders will not concede for a moment that a fabric tire is in any degree inferior to a cord tire.

Best Methods To Ruin Tires Told

"Of all the ways that have been hit upon by careless motorists for ruining tires on the road, three may be accepted as standard: underinflation, misalignment of wheels and heedlessness in driving," says a writer in the June issue of Motor, the National Magazine of Motoring. "There are many other methods short of placing a tire in contact with a whirling grindstone for divesting it of its tread and injuring the inner fabric, but these three are the most usual. Of them underinflation is probably the commonest cause for the early demise of a casing.

Safety Devices Cut Down Accidents In Rubber Plants

Educational Work Is Carried On Systematically To Lesson Danger

How serious accidents are being reduced to a minimum in the rubber and tire factories of the country was discussed recently by S. M. Schott of the United States Tire Company, chairman of the Rubber Section of the National Safety Council.

"It is remarkable how the rubber companies of the country have been able by careful attention to safety devices, by education and by revision of manufacturing processes to cut dwon the number of serious injuries among their factory workers. My own company has in the course of three or four years made a reduction of forty percent in its accident cases, and has made even a better showing on the serious cases.

FEARED MANY INJURIES

"Because of the danger of losing hands and arms in rubber mills and calenders, and the number of injuries received through the falling of heavy cases and moulds, the tire factories always expected a high average of accidents, and before the safety work was inaugurated serious accidents were very common.

"The educational work carried on among tire workers has taken the form of constantly placing before the workmen the danger of dressing improperly, of carelessness and of performing any operations except in the manner dictated by the rules of safety. Our safety committees have studied their manufacturing processes with a view to eliminating risks and of affording proper protection against injury. As a consequence of these intensive efforts serious injuries have dwindled to a point not deemed possible a few years ago, and the total number of accidents has shown a decrease each year.

CAREFUL RECORD KEPT

"It should be remembered, too, that the decrease in the total number of accidents has been registered in the face of a more careful recording of minor mishaps than was the custom in the days before the safety council began its work. Today if a worker gets something in his eye or scratches a finger, he is urged to report for proper treatment, and a record is made of it. These precautionary treatments prevent many a trifling injury from developing into something more serious, but at the same time tend to increase the number of recorded accident cases. Many a case that is now fully recorded would have received no attention whatever in the old days."

Flying Colonel Is Oldsmobile 'Eight' Enthusiast

Lieutenant-Colonel R. S. Hartz, Commander of Bolling Field, Washington D. C., who has undertaken the work of piloting a Huge Martin bombing 'plane around the rim of the United States for the purpose of establishing landing places at twenty-five-mile intervals, recently stopped enroute at San Francisco. When it was learned that the Colonel is an ardent Oldsmobile enthusiast, an "eight" was placed at his disposal.

"The eight-cylinder V-type motor as used in the Oldsmobile has proved itself, just as has the larger V-type motor used in the big Martin 'plane," said the Colonel. "In fact, the big Liberty motor was developed from the V-type eight as used in the Oldsmobile and other eights."

Indianapolis Is Race Tire Test Oldfield's View

Indianapolis, August 29.—With the eighth International Motor Sweepstakes a matter of history, motordom has had a chance to study the sensational performances it developed and to marvel at the engineering progress it proved.

The new racing class is plainly able to fully equal, with motors of only 183 cubic inches piston displacement, any feat of speed or endurance possible to the three-hundred-inch motors of former years.

Tire improvement has kept pace with motor development. A year ago Wilcox, the winner, made but three tire changes—and experts wondered at the endurance of his equipment. This year's victor, Gaston Chevrolet, made the entire flight of 500 miles on his Oldfield tires without a single change.

Barney Oldfield, former race champion, who also manufactured the tires used by Thomas and Milton, who finished second and third, credits racing tests with much of the progress so conclusively proven.

"In no other laboratory can the tire builder secure such immediate and conclusive results," declares the "master driver," in reviewing the event.

"Chevrolet's 500 miles over the bricks were easily equal to 20,000 miles of touring, yet they enabled us to prove our product in a few hours. '"Another advantage of the racing tests is its frankness. The Indianapolis race was not a private test, but took place before the eyes of more than 100,000 persons. And the battle of the tires was this year just as competitive as that of the motors, with three American and one British tire builders represented.

"The fastest car in the race can no longer shoulder a tire handicap and win. De Palma proved his statement. It was tire trouble that set him so far back in the race that he had to drive a large share of it at terrific speeds—speeds which finally crippled his engine and made it possible for cars without tire trouble to defeat him."

Storage Battery Is Made By Hand

"The storage battery is one of the very few parts of the average up-to-date automobile that still remains a hand-made proposition," says a shop superintendent.

"Mechanical methods are rapidly taking the place of hand work in the manufacture of almost every other part and consequently speeding production and cutting costs to a marked degree. Whether we get as good a machine by these methods as by the slower hand operations is a matter of varied opinion and both sides seem able to prove their case, leaving it about a draw in the minds of most of us, we do know we get a good car for less money and a standardized one that is much easier to repair.

"But there can be no argument when it comes to the storage battery. That has got to be hand made if it is to be a good battery, for all of the parts that are the subject of automatical mechanical production have least to do with the cost and little or nothing to do with the quality. The good or poor quality of the storage battery is determined by the plates, and the quality of the plates is determined by the combined quality of the material used and by the workmanship."

ROUGH BELT WILL SLIP

When the leather fan belt develops considerable slippage it is probably because the rough side of the leather is against the pulley surface. The smooth side of the leather has a much greater traction adherence.

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CHALMERS MOTOR CARS

The purring of the Chalmers Engine speaks of untold power and strength in all emergencies. One can sit in the tonneau and hardly hear the engine under the bonnet. Long or short rides become a pleasure and a joy. The "Hot Spot and Ram's Horn" Engine, the invention of Chalmers Engineers, makes the Chalmers unusually powerful yet at the same time economical, for it heats the fuel and explodes every particle.

Right-hand drive, complete appointments, magneto equipment; two-unit electrical system.

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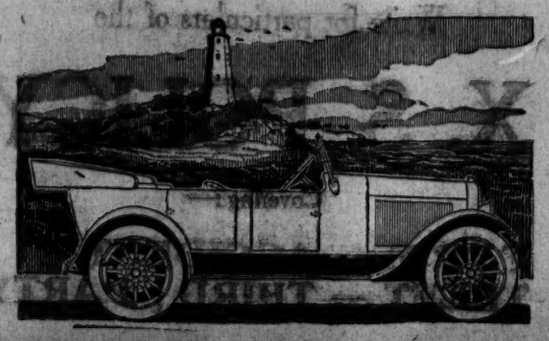


Gaining 4,000 Miles by Caring for Tread Cuts

On a large car, the right-rear tire had run only 2,000 miles by May. Then a small tread cut was noticed. The owner had his chauffeur repair it. The tire is still in service after having already served for 8,000 miles. If the tread cut had been neglected, 4,000 miles would have been the utmost of mileage for the injured tire. Timely care meant a clear gain of 4,000 miles. Ask your Goodyear Service Station Dealer for Lesson 2 of the Goodyear Conservation Course—telling how to care for tread cuts.

The Goodyear Tire & Rubber Company

Not even the Goodyear All-Weather tread can absolutely protect tires from tread cuts and their costly consequences.

The toughness of its thick studs can do no more than diminish the number of cuts, and delay materially their effects.

Scraps of metal and glass, switch-points in car tracks, and sharp chips of stone will cut the best of treads when squarely struck.

If such cuts are not promptly and properly repaired, they enlarge rapidly and deepen.

Sand and moisture are forced in and tread separation soon begins.

If the injury is still neglected, the moisture penetrates the body of the tire and after a few months, causes fabric rotting, ending in a blowout.

Proper protection of your tire investment demands that you do away with the losses due to tread cuts.

Inspect your tires regularly and frequently. As soon as a fresh tread cut is noticed have it repaired, or repair it yourself as directed in Lesson 2 of the Goodyear Conservation Course.

You can get this and other lessons from Goodyear Service Station Dealers.

If the tread cut is an old one, do not repair it without getting the advice of a tire expert.

Tread separation may have already set in, and sealing up the cut would have the same disastrous effect as sealing up a decaying tooth.

To avoid all possibility of neglected tread cuts and their costly effects, make a can of Goodyear tire putty a part of your car's equipment.

With it you or your chauffeur can repair tread injuries quickly and at a cost of only a few cents.

Any Goodyear Service Station can supply it and many other Goodyear Tire Savers—inexpensive little things that save big tire bills.

Goodyear Service Station Dealers

H. S. Honigsberg & Co., Inc.
40 Bubbling Well Road, Shanghai

The Shanghai Garage Co., Ltd.
Operating
Star Garage, 125 Bubbling Well Road
Eastern Garage, 4 Soochow Road.
SHANGHAI

GOODYEAR

Shanghai Motors Latest Addition To Auto Row

In the last few weeks there has been yet one more addition to the already long list of enterprising motor firms in Shanghai. The Shanghai Motors Corporation, incorporated under American law with a capital of $50,000.00, has opened an office at 14 Canton Road, and a garage at 237 Lungmen Road.

The company has spared no expense in the erection of plant for repairs, and has also engaged three expert American mechanics, who have been brought out from the States. The machinery for repairs is modern in every detail, and the management is most emphatic on the point that a car which is sent to them for repairs will leave the shops under a guarantee of efficient work.

At the Garage there is a large stock of all accessories, and the company holds the agency for the following:—Velie, Jordan and Alsace Cars; Brunswick and Hartford tires; Titan and Kleiber trucks.

For the benefit of those who may not familiar with the location of Lungmen Road, it will be found between Avenue Joffre and Bubbling Well Road, lying to the East of Yates Road at which it ends. There is little doubt that ere long it will not be necessary to explain the devious route to Shanghai motorists.

So The Motorist May Know

Ques.—In fitting pistons to Ford cylinders what clearance should be allowed?

Will .008 clearance cause a piston slap?

I have a knock that sounds similar to a connecting rod knock; my connecting rod bearings are in good shape but my pistons have .008 clearance, so I conclude that it must be a piston slap.

Ans.—On new Fords .0035 to .005 piston clearance is allowed except on shorter type, where .006 is used.

.008 clearance is apt to cause a piston slap, but believe you will find knock in center main bearing.

Ques.—I have a model 81 Overland and in trying to remove valves am unable to locate valve stem pins.

Ans.—Raise valve spring and you will find pins at bottom of stem.

Ques.—Will the valves get out of time if you take the block off and if you do not remove the cam shaft gears?

Ans.—In most motors the valves will not get out of time. You should have specified make of motor.

Q.—Where can I purchase a new or second-hand Brush car? Are they still manufactured?

Ans.—The Brush car has not been manufactured for several years, hence can not give you desired information.

Ques.—Kindly advise whether distillate or kerosene is harmful to a motor is used for fuel?

Ans.—If you have the proper equipment to use low grade fuel, it is not injurious to your motor.

Ques.—Will a set of counterbalances such as are advertised for Ford cars increase power and reduce vibration?

Ans.—It is generally conceded that counterbalances will increase power and reduce vibration by absorbing excess power on downward stroke of piston and changing this forces from reciprocating to rotary motion.

Ques.—While coasting down grade what makes the loud report which comes from the exhaust pipe, and how may it be prevented?

Ans.—The gas throttle should be completely shut off when coasting down hill, otherwise excessive gas will be pumped into exhaust pipe which will cause explosion.

WASHING IMPROVES NEW CAR PAINT

May Also Be Ruined If Job Is Improperly Done, Cautions Expert

"The finish of many cars is literally ruined by the lack of washing, and the essential knowledge of knowing how to clean them," says an expert.

"The varnish of a new car is benefitted and hardened by washing with clear cold water, but mud that is allowed to dry upon the body takes the oil from the varnish and leaves the finish mottled and streak. Dirt is not the only enemy, for gases from the garages and even the atmosphere of some towns attack the finish of the car that is not frequently washed.

'Begin by cleaning the top. Take a good stiff brush, and remove the dust, then either sponge it, or use a soft cloth with warm water and pure soap. A chamois kept especially for the purpose will tend to hasten the drying and the top must not be folded until it is thoroughly dry.

"In cleaning the body, be sure to remove the nozzle of the hose and flow the water over every part of the body. This will serve to wash off most of the dust and also loosen the mud. In cases where the car is very dirty it is best to do this and then let it stand for a few minutes before going over it again with the hose. Then take a soft sponge and follow the hose over the body."

BENT RIMS CAUSE OF CASING TROUBLE

Bent rims are a direct cause of rim cuts, of tires blowing from the rim and of the breaking of the wire cables at the base of the tire. Oftentimes motorists cannot understand why tires should blow when they are driving along slowly. The facts of the case are that the overstrained carcass has reached the limit of its endurance from previous abuse and has given away.

Many motorists, were they to examine the wheels on their cars, would be surprised to notice that their rims are bent along the edges. These bent rim flanges are ordinarily little thought of, yet they cause a goodly percentage of tire trouble.

When the wheel hits a frog or a switch of a street car track or a hole in the road, there is a tendency to flatten the rim, especially if the tire is underinflated. The rim's support, however, is essential to the life of a tire. If it is bent so that it does not fit the tire and allows the side walls to bulge, the motorist may know that trouble is to be expected unless he takes immediate precautions.

By truing-up their rims, motorists, according to a local expert, may prevent much trouble. And half the pleasure of motoring is freedom from tire trouble. A good rule to follow is to have both tires and rims inspected fortnightly. When rim trouble is found, it may usually be corrected by careful tapping with a ball hammer.

PACKARD WINS EVENTS

In the automobile races at Hanford, Calif., Joe Lewis, driving a Packard car, won all three events of the special holiday program. He first defeated a field of ten cars in an exciting 15 mile race on the one-mile dirt track in the fast time of 17 minutes, 50 seconds, and repeated in the next event which was confined to Kings County cars. In the last event he set up a new mark for the track, turning an exhibition mile in 54 seconds—a speed of 67 miles an hour—which racing men consider very creditable for a dirt track. Lewis depended on Goodyear cord tires for victory.

As Lamp Burns Out Expedient May Be Useful

It may happen that your dash lamp gives out just as you enter a town in which lighting regulations are apt to be rigidly enforced, says Ernest Coler in Motor Lite Magazine. If dash and tail lamps are in series the failure of the dash lamp puts the tail-light out of commission. Very often a makeshift repair can be made in the following manner: Smash the burned-out lamp bulb so as to gain access to the inside of the lamp. You will now see protruding from the glass stem two so-called "leading-in" wires. By twisting these leading-in-wires together and putting the lamp base back into the socket you again establish an unbroken path for the current and your tail-light at least will burn. If the tail-light should give out, shift the dash lamp to the rear and put the twisted-together base of the burned-out tail-light to the socket of the dash light. Needless to say this wire twisting stunt works also in the case of burned-out or injured head lamps, provided they are in series; in this case you have at least one head lamp to proceed with.

It must be borne in mind however, that when a single series-connected lamp takes the full voltage of the system it is apt to burn out if the storage battery carries a top-notch charge or if the generator develops sudden bursts of excess current as may happen when the motor is made to race in pulling out of a snowdrift or mud hole. But with reasonably careful driving the single lamp together with the twisted-together remnant of the broken bulb will do emergency service until a new lamp can be secured.

The wise motorist is he who goes well heeled by carrying with him at least one spare of each kind of lamp used on his car—and a few extra fuses, to be caught with an empty gasoline tank, miles from anywhere, sometimes appears as the height of misfortune. But think of the plight of the man who on a pitch-dark night and while traveling over unfamiliar and difficult roads, finds himself without light! In the matter of light as in many other things connected with modern highway touring foresight is the mother of wisdom!

Team of 12 horses hauling a 155 mm. gun. Every day they consume nearly 400 pounds of food. They can work only a few hours each day. For commercial hauling of all kinds, one two-ton Packard Motor Lorry will do as much work as four horses—do it better and cheaper, and in one-third the time.

What Does it Cost to Use Horses

HORSE power is the most costly motive power in the business world. A horse eats 12,000 lbs. of food a year, the output of five acres of land. Yet he is only 2 per cent efficient.

Five acres of land will produce food for ten men and women.

The general use of the motor lorry, instead of horses, for hauling will release millions of acres for food production.

The high efficiency of the Packard Motor Lorry as compared with the horse is being demonstrated in many industries every day.

The Packard Motor Lorry works 24 hours daily if necessary. The horse can work but ten hours.

The Packard Motor Lorry can maintain a speed three times as great as that of the horse.

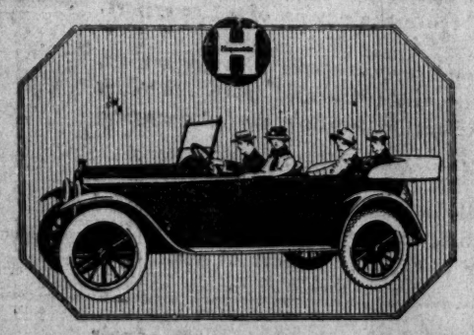
IN delivering merchandise from a given base, the radius of the Packard Motor Lorry is 60 miles or more. That of the horse is only 3 miles.

OPERATIONS in hilly country show the great advantages of Packard Motor Lorries. Practically no petrol is consumed going down grades, while horses are strained as much going downhill as uphill.

The use of the motor lorry is growing among business men everywhere. The business man's feeling for quality, value and dependability gives him a marked preference for the Packard.

PACKARD MOTORS EXPORT CORPORATION
1861 Broadway, New York, U. S. A.

H. S. HONIGSBERG & CO.
40 Bubbling Well Road
SHANGHAI



In the Hupmobile mechanical and general designs, as worked out in the beginning, have proved basically sound and right. The result, of course, is exceptionally long life; and no need for radical engineering revision from year to year.

BRIEF SPECIFICATIONS

Body Types—Five-seater touring car, two-seater roadster.
Wheelbase—112 inches (2.84 m).
Cylinders—Four, cast en bloc, removable head 3⅛" bore x 5½" stroke, 83 x 140 mm.
Starting and Lighting—Electric—two unit system.
Ignition—High tension magneto
Carburetter—Adjustable.
Fuel System—Vacuum feed.
Lubrication—Pressure system with pump.
Clutch—Dry disc type—7 plates.
Tyres—815 x 105 mm. clincher or 32" x 4" straight side. Demountable rims.
Wheels—Wooden (Artillery type).
Color—Blue or gray body.

The Shanghai Garage Co., Ltd.
STAR GARAGE EASTERN GARAGE
MAIN SHOWROOM
Star Garage, 125 Bubbling Well Road

Hupmobile

YOUR HOME!

Cast back your thoughts over the anxious years, the hard work and the loving care, all of which have added their quota to the building of your home.

Many are the "Castles in the Air" which you and she have built together, on days when all seemed rosy.

Your dreams may be realised in their entirety—it is to be hoped that they will—BUT, are you justified in taking unnecessary risks, risks which involve perhaps your life, your happiness, YOUR ALL.

That Summer evening "Joyride," pleasant and harmless in itself, may end in tragedy—through no fault of your own.

A sharp bend in the road, an oncoming road-hog, and your car may be irreparably damaged. You be mulcted any day in heavy third-party damages, which would sweep away in an hour the savings of a lifetime.

—LET US TAKE YOUR RISKS—

Write for particulars of the—

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China Press Sports

Conducted By Dudley Burrows

SHANGHAI, SUNDAY, SEPTEMBER 26, 1920

TRIAL TEAMS OF CRICKETERS BAT HEAVILY

Knock Ambitious Bowlers About For Total Of Over 400 Runs

SWATTERS GALORE

Billings Team Wins From Ollerdessen Outfit In Indifferent Match

The second Hongkong Interport trial match played on the S.C.C. ground yesterday afternoon afforded the spectators a good afternoon's cricket but it did not prove of any material assistance to the Selection Committee, inasmuch as the players who "starred" yesterday are quite unable to make the journey to the Colony.

It was a heavy scoring match, for 413 runs even scored in the course of the afternoon's cricket. Batting first, Ollerdessen's eleven scored 175 in just under two hours, before Ollerdessen applied the closure.

For this total Middleton and Read laid the foundation by scoring 89 for the first wicket. Read played good cricket for his 35, but was overshadowed by his partner, who played delightfully free cricket.

Thomson played freely against the tired bowling and when Ollerdessen went in to score quickly he succeeded in getting 20 in less than the same number of minutes.

Of the bowlers tried Allison claimed 3 wickets, but the others were very loose and supported by wretched fielding.

The only redeeming feature was a brilliant one handed catch by Roberts which disposed of Leach.

A FINE COMBINATION

With two hours to bat, Hawkings and Dr. Morris gave the spectators a real treat by putting up a first wicket partnership of 171 runs, actually made in 75 minutes.

Hawkings was the more aggressive of the two., In one over from Ollerdessen he hit the bowler for four boundaries.

Ollerdessen changed his bowling frequently but it was not until 5 runs were wanted for victory that Dr. Morris was clean-bowled by a fast off-break from Wainwright.

In scoring 71 the Doctor played fine free cricket, and his score included 6 fours and 6 threes.

Leslie stayed till the winning hit was made and after he and Isaacs had both left Hawkings retired with the total at 208, of which his share was 102.

HAWKINGS DID WELL

It was really a wonderful effort from Hawkings, seeing that he has had little or no practice. He scored quite freely all round the wicket, but his best strokes were made on the on side, his pulling being finely timed. Fourteen fours were included in his score.

Stumps were drawn at 5:45. Of six bowlers tried Wainwright took 4 wickets and nary a victim fell to the five others.

The fielding was again wretched and although Brook was not in his best form he was not responsible for the 26 extras.

The scores were:

Ollerdessen's XI.

H. Middleton, b. Allison	60
W. S. Read, c. and b. Allison .	35
C. E. M. Thomson, c. Barnes, b. Allison	24
D. W. Leach, c. Roberts, b. Dr. Morris	17
R. Grimshaw, c. Billings, b. Wilson	3
F. L. Wainwright, b. Wilson.	7
H. B. Ollerdessen, not out ...	20
F. C. H. Ollerdessen, C. Brook, C. E. Ollerdessen, R. F. Shroff, did not bat	0
Extras	9
Total (6 wks.)	175

Bowling Analysis

	O.	M.	R.	W.
T. W. R. Wilson ..	14.3	1	53	2
J. Isaacs	9	0	38	0
H. W. Allison	11	0	34	3
L. W. Roberts	3	0	22	0
Dr. H. H. Morris ..	3	0	19	1

G. M. Billing's XI.

W. J. Hawkings (retired	102
Dr. H. H. Morris, b. Wainwright	71
A. H. Leslie, c. F. Ollerdessen, b. Wainwright	7
J. Isaacs, b. Wainwright	6
T. W. R. Wilson, c. Grimshaw, b. Wainwright	19
J. M. Pearson, not out	7
L. W. Roberts, H. W. Allison, H. E. Muriel, E. G. Barnes, G. M. Billings,	

(Continued on Page 2)

SPORT AND STAGE

BY DOMINO

HOUSE HUNTING

$300 premium will be paid to anyone enabling advertiser to get a house.

Vide Press.

* * *

I've walked every street in this quaint old town,
From Jessfield to Yangtszepoo,
I've visited agents, but left with a frown,
Can you tell me what to do?
I even asked Ezra, I prayed to Hardoon,
If they had a place to let—
For soon I shall sleep in the light of the Moon,
Or die in the cold and the wet.

* * *

I advertised once I'd give three hundred Mex.
If anyone found me a house,
I got one reply from the feminine sex
Here's the result—and the grouse.
I paid the three hundred, and hurried with joy
To witness my dearly bought prize,
I wasn't there long before I knew boy,
In Summertime where went the flies.

* * *

It had holes in the roof—no key to the door,
The furniture I had to buy,
The chair, beds and tables would make angels sore,
Three hundred I'd paid—What a guy!
But still I just smiled and lucky I felt,
'Twas better than naught but a tent
And then came the wallop—right under the belt
The landlord had doubled the rent!

* * *

THE LADY AT THE PIANO

Miss Margaret Cooper, "the Lady at the Piano," is still scoring heavily on the Halls, although she has been playing and singing for over a dozen years. I have just received a delightful little story about her and written by herself. Here it is:

Hullo, Fragments! How are you?

How-dye-do-do-do Tu-Tu—

'Member that old song? How the gods used to rise to it, sing to it, yell to it. Sometimes I got cross. One grows tired of singing the same old song. But no matter where I happen to be, in the provinces, in particular, no matter how I felt, they wouldn't let me go until I'd "Tu-Tued."

And when no more, I'm sure someone will stuff the old dear into my obituary.

When I begin to think of all my composers it makes me dreadful sad, because most of them are gone. Paul Rubens and Pelissier, you know, two shining lights in the musical world as well as in mine, now charm the ear no more.

No, I am not French. I was born at Camberwell. I have a little bit of Scotch and a little bit of Irish in my composition. But Oh—

Have you ever been to a students night at the Empire, Edinburgh? If not, let me take you. There's been a big rugger match. One I distinctly remember was between the South Africans, and I've forgotten who else. They've booked up stalls, and after dining well, troop in hilariously.

Of course the house is in tiptoe humor. It always is on a students night, because generally the dear boys give unrehearsed turns of their own. I can't tell all that happened that night before I came on the stage, but when I did, they rose in a body and greeted me with a whoop that nearly brought down the roof. So wildly did they cheer that I felt as if a shower of hailstones was being hurled at me, and I'd just to wait till the storm was over.

Suddenly one mighty son of Afric—the hope of his side—a famous Dutch general's nephew, leapt out of his seat, and literally bellowed at his friends: "You one-eyed sons of a gun, sit down and let Peach-Bloom Tu-Tu."

I've had jumperitis very badly—had the complaint a long time now—is fearful when it gets a proper hold, and when I'm not playing or singing I knit, knit, knit, and now I'm even singing:

Wherever you are, wherever you go,
In Piccadilly or Pimlico,
Nothing but jumpers you will see
Encircling femininity.
Jumpers colored in every hue,
Jumpers scarlet and green and blue,
Some with collars and some without,
Some for the thin and some for the stout,
Some with bobbles and some with belts
Some with fringes (are these for Celts?)
Some fluffed up like the fur of a rabbit
Oh, everyone's got the jumper habit.

* * *

AN EMPIRE CIRCUIT

Mr. George F. Driscoll, vice-president of the Trans-Canada Circuit—the largest theatrical circuit in the Dominion of Canada, and one of the largest in the world, was recently in London, and announced a plan to create a huge combine of theaters throughout the Empire of Great Britain, involving the ownership of 1,200 theaters. The plan was discussed with many of the theatrical and financial magnates, and received enthusiastic support. A determined start will be made in Canada.

Mr. Percy Hutchison has recently been touring the Dominion with his "The Luck of the Navy" company and is now back in England forming an All-English company to play in Canada. The company is to appear in a repertory of English plays of the non-musical variety and the tour will last some 35 weeks.

In addition to this venture Mr. Hutchison is despatching a musical comedy company which will play "The Maid of the Mountains" over the circuit. Among the players will be Mr. Fred Wright and Miss Viva Doran, who will play Teresa, the part played in Town by Miss Jose Collins.

* * *

FILM FLICKERINGS

London is to become the great film center of the world.

Mr. Morris Greenhill, a City manufacturer of what is known as raw stock—that is the unexposed film—has returned to London from America, China and Japan, where he has laid the foundations of a new British film business. He has secured, as his contracts show, the world rights, outside the United States and Canada, of all pictures produced by the United Artists, consisting of Charlie Chaplin, Douglas Fairbanks, D. W. Griffiths and Mary Pickford and many of the best picture producers of the United States. He has established in Japan what are called renting exchanges, from which these pictures will be distributed.

In connection with this world wide system of distribution of the work of well known stars, Mr. Greenhill is building in different parts of the country studios for the use of these stars, who are coming to England to produce pictures for the world.

"All the great stars want to make pictures in England," said Mr. Greenhill, "including Mary Pickford and Douglas Fairbanks, whom I saw the night before I left America. The American people want to see more of England through these pictures."

In a very short time we will have film exchanges directed from London at work in Tokio, Nagasaki, Kobe, The Philippines, Shanghai, Singapore, Bombay, Rangoon, Vladivostok, when Siberia is opened up, besides centers all over Europe.

* * *

A BOXING BOOM

There is every reason to believe, announces the London Daily Mail, that we are on the edge of the biggest boxing boom this country has ever known. "It is quite on the cards that in the near future we shall see on this side such boxing notabilities as Harry Wills, the negro heavyweight, Brennan, Miske, Britton, and other champions, for it is part of the program to entice all the best men in the game to come to London."

Jimmy Wilde was scheduled to meet Pete Herman on the 17th of this month but up to the present Reuters has not cabled us the result if the match came off. Jimmy Wilde is now 28 years of age and is not an old man by a long stretch of the imagination, even as boxers go, but his friends say that he is now tired of the fighting game, and has enough dollars to go into comfortable retirement. But if he beats Pete Herman, as he ought to do, if he is still in the same form as he was in America, offers will pour in upon him and keep him still longer before an admiring public.

Wilde will go down into boxing history, not only as the greatest little man we ever had, but also the most unlucky. From the start of his career he was always handicapped; he was forced to take the ring against men much heavier than himself, but the fates were most unkind when they ruled that he should be a small man instead of a big one. Had Wilde been born a heavy-

(Continued on Page 2)

Toussaint And Carnavarro Win Tennis Championship From Wade And Tanaka

BRILLIANT THRONG GATHERS TO WATCH TITLE CONTEST

By Dudley Burrows

There was a silent but none the less severe explosion on the tennis courts of the Shanghai Recreation Club yesterday afternoon between the hours of three and four o'clock.

It was the blow-up of that promising team of net stars, Messrs. J. L. Wade and J. Tanaka, who fell before the none-too-aggressive attack of Messrs. H. Toussaint and R. Carnavarro in the championship round of the 1920 doubles tournament, Shanghai Lawn Tennis Association, in straight sets, 6-0, 6-4, 6-4.

By virtue of this win, for which they deserve great credit despite the fact that their opponents "blew up" with such alacrity and despatch, Messrs. Toussaint and Carnavarro come into a twelve month's possession of the big S. L. T. A. silver loving cups, on which their names will be inscribed in letters about one-half-inch high.

The day being fine, there was a brilliant gathering of tennis devotees crowded into the enclosure long before the time set for the match to begin, while others clambered into places of vantage on the upper reaches of clubhouse verandahs. It was as pretty a sight, on as pretty a day, as Shanghai sport-lovers have experienced in quite a while.

Above are Mr. Toussaint (left) and Mr. Carnavarro (right) holding the championship cups which they won so handily.
Below is a panorama of the scene at the Shanghai Recreation Club, snapped from the club-house roof.
These photographs were taken by Mr. Ah Fong, especially for THE CHINA PRESS.

Messrs. Toussaint and Carnavarro were first to appear and received a generous ovation as they took opposite sides of the court and batted practice balls over the net. Messrs. Wade and Tanaka followed shortly thereafter; and, almost on the minute, Umpire A. H. George called the quartet together for a moment's consultation and the match was on.

WON ON MISTAKES

There is no doubt whatever that the winners achieved their victory very largely by reason of the mistakes and miscarrys of their opponents. The first set had not progressed through four games before it was plain to the most casual observer that both Mr. Tanaka and Mr. Wade were sadly off their game, nervous and inclined to the wildest brand of wildness.

Toussaint and Carnavarro, on the contrary, were steady as Britain's holdings on the rocky southern coast of Spain. Carnavarro, indeed, was far more cautious and conservative than usual. Mr. Toussaint, of the two, was the more daring and played with the greatest sang froid of the entire quartet.

WADE'S EYES BAD

Wade, it is sad to relate, was the chief offender for the losers throughout the afternoon. It seemed at times that he must have been suffering from some malady of the eyes, so badly did he misjudge the height of the net and the width of the opponents' court-lines.

Tanaka did little or nothing to steady his partner, abandoning his spectacular net game in favor of a lobbing exhibition which was far from effective. Later in the match he cut loose with some of the kind of tennis of which he is capable; but by that time Mr. Wade had apparently become disheartened and "fussed," and the boasted consolidation of the pair went by the board.

At that, the match was replete with sensational mid-court rallies,

(Continued on Page 2)

"Babe" Ruth Gets His 50th Home-Run Hit Of Season

(BY U. S. NAVAL RADIO)

New York, September 24.—In a double-header played here today against the Washington team, "Babe" Ruth, demon home-run swatter of the New York Yankees, drove out his 50th and 51st circuit wallops of the 1920 season.

Ruth's feat was additionally remarkable in that the local team only scored three runs in both games, two of which were Ruth's four-base smashes.

AMERICAN S.V.C. GO INTO CAMP AT RIFLE RANGE

The American Company, S.V.C., are in camp at the Rifle Range and thoroughly enjoying the experience. They are under the able guidance of Major Ransom.

Yesterday the day was devoted to the Musketry Course, and various camp details. In the evening, after dinner, all the soldiers met together in the mess hall, and a delightful program of music was listened to. Among the entertainers were Mr. Jack Raynes, and Mr. A. Glemby. Many of the company also contributed to the entertainment.

Today the morning will be spent in pistol contests and camp exercises, and the whole of the afternoon will be given over to the American Company's Cup competition.

At four o'clock the friends of the company will be welcomed to tea, when Mrs. Lobingier will present the prizes.

The following are the teams entered for the Cup competition: Customs; Swiss Rifle Club; Shanghai Scottish; Japanese; American; Staff, S.V.C.; French Police; 1st Reserve; "A" Co. British; Chinese; Shanghai Rifle Association; S.M.C. Police; Portuguese; Engineers; Machine Gun; Maritimes; "B" Co. British;

Baseball Results In Maior Leagues

(BY U. S. NAVAL RADIO)

September 24th

NATIONAL LEAGUE

Boston 2, Philadelphia 5
St. Louis 7, Pittsburg 12
Chicago vs. Cincinnati (rain)
No others.

AMERICAN LEAGUE

Chicago 0, Cleveland 2
St. Louis 8, Detroit 16
Philadelphia 10, Boston 9
Washington 3, New York 1
(2nd game) Washington 1
New York 2.

Dempsey May Box Champion Of Cuba

(Reuter's Service)

New York, Sept. 23.—Mr. Ordapal, the well-known Cuban sportsman, has cabled to Jack Kearns, Dempsey's manager, offering to guarantee $100,000 for a fight between Dempsey and the so-called Spanish heavyweight champion, John Sanches, at Havana on the second Sunday in January.

Kearns states that he is willing to arrange the match if the conditions are satisfactory. He says that he does not know Sanches, but that Dempsey is willing to fight anybody in the world in defense of his title.

LAWN BOWLS GAME FOR CHAMPIOXSHIP IS KEEN CONTEST

Aitkenhead And McMurdo Win From Taylor And Ferrier By Two Points

BY "SKIP"

Messrs. Aitkenhead and McMurdo won the lawn bowls Pairs Championship yesterday, after one of the toughest battles ever seen in Shanghai, beating Taylor and Ferrier by two points.

The game was fought out from start to finish with a keenness rarely seen on local greens. The fact that all four players came from the one club (Yangtszepoo) added to the zest and rivalry of the contest.

It would be difficult to describe the game in detail, as all ends were very even. With the exception that Aitkenhead and McMurdo got four heads in succession from the fifth, and Taylor and Ferrier three successive heads from the 15th, the whole game, as the score indicates, was practically one and one.

There was great excitement at the 20th end when the difference in the score was only one; but Aitkenhead and McMurdo secured the odd one at the next and won the match. As an exhibition of bowls it was very fine and the players are to be congratulated. It is also a coincidence that Yangtszepoo has won this trophy for the last 3 years.

The score:

R. C. Aitkenhead, G. McMurdo 17.
A. Taylor, F. Ferrier 15.

Aitkenhead and McMurdo		Taylor and Ferrier	
Ends	Points	Total	Points	Total
1	1	1	–	–

(Continued on Page 2)

CLOSE FINISHES MARK FIRST DAY OFRACEMEETING

Fast Track Makes For Good Time But No Records Lowered

SEVERAL BIG DIVIDENDS

Four Ponies Are In Great Struggle For Sprint Selling Plate

Some remarkably good racing marked the first day's program of the 69th Meeting of the International Recreation Club at Kiangwan yesterday. Weather conditions were nearly ideal and this was a factor in bringing out the big crowd that filled the stands. While the track was fast and the times recorded were somewhat over average no records were lowered. Virtually every event on the card of ten races brought thrills induced by close finishes and all of a half dozen neck and neck contests in the final stretch kept the interest of the crowd on edge.

Noteworthy among the close hard-fought finishes of the card came in the eighth race, The Sprint Selling Plate, in which four straining ponies galloped abreast into the finish and it was only when the judges' announcement was given that it was known that the race had been won by a nose by Mr. Cloud's grey Sideway, ridden by Mr. Liou. Sideway was less than half a head in the lead of Mr. Tucksong's bay Eastern Star, ridden by Mr. Hill, and Mr. Eweng's Greyhound with Mr. Harper up and Mr. Yale's Rushton, ridden by Mr. Li were hard contenders in the struggle for third place which was won by inches by Greyhound.

Mr. Leaf's Bright Folly, ridden by Mr. Brand, was the favorite in the final race of the day, The Autumn Plate, and lost the race after a hard fight to Mr. Day's brown Trustland, ridden by Mr. Dallas. Trustland in this event paid one of the big dividends of the day, $283.

The summaries follows:

1.—The C. G. R. Race.—Value $400. 2nd pony $150. 3rd pony $100. For China Ponies. Entrance $5.—Nine furlongs.

	lbs.
Mr. Chow Sung's grey Full House, (Mr. Wm. Hu)	150—1
Mr. Tucksong's ches Ocean Star, (Mr. M. K. Wong)	146—2
Mr. Zih Bros.'s ch. Islington, (Mr. Z. W. Yu)	149—3

Also ran: Heating, (Mr. K. H. Chun); Saucy Thing, (Mr. L. Sih); Passing Cloud, (Mr. A. S. Yih); Wistful, (Mr. H. W. Ip); Yellow Paper, (Mr. S. F. Yih); Little Nephew, (Mr. P. C. Wu).

Won by a neck; four lengths. Time: 2:29/15.

Pari-mutuel: For win, $24.70; for place 1st $8.50; 2nd $9.30, 3rd $6.60.

Cash Sweep: 1st 288; 2nd 50; 3rd 267; Unplaced.—38, 52, 258, 47, 84 and 34.

2.—The Flying Stakes.—Value $400. 2nd pony $150. 3rd pony $100. For China Ponies.—Half a mile.

	lbs.
Messrs. Winsome and Hasty's gr. The Heron, (Mr. W. Hill)	158—1
Messrs. Jackson, Tibbey and Sparke's grey Wild Escapade, (Mr. J. K. Brand)	158—2
Mr. Ezra's bay Iron Duke, (Mr. I. Ezra)	158—3

Also ran: Daffodil, (Mr. Liddell); Charing Cross, (Mr. Bremner); Kowloon, (Mr. Crokam); Live Wire, (Mr. F. R. Vida); Soft Thing, (Mr. D. S. Li); White Spear, (Mr. A. V. White); Sideway, (Mr. J. Lion); Automobile, (Mr. Dallas); Little Boy, (Mr. H. W. Ip); Whitehaven, (Mr. P. C. Wa).

Won by half-a-length; half-a-length. Time: 0:59.

Pari-mutuel: For win, $10.70; for place 1st $7.00; 2nd $8.80; 3rd $16.50.

Cash Sweep: 1st 60; 2nd 222; 3rd 43. Unplaced.—143, 1, 17, 129, 83, 273, 245, 340, 126 and 130.

3.—The Mid-Autumn Selling Plate.—Value $40. 2nd pony $125. 3rd pony $125. For China Ponies.—One mile.

	lbs.
Mr. Hart's grey Moralist, (Mr. T. U. Yih)	155—1
Messrs. Jackson, Tibbey and Sparke's grey Wild Rose, Star, (Mr. J. K. Brand)	150—2
Mr. Chang Chow's ches Merrysand, (Mr. D. S. Li)	142—3

Also ran: Firelight, (Mr. E. Moller); Wild Irishman, (Mr. Sweeting); Strathmore, (Mr. L.

8th); Commonland, (Mr. Dallas); Oldsmobile, (Mr. H. R. Vida); Rushton, (Mr. Hill).

Won by ½ length; many lengths. Time: 2:08 1/5.

Pari-mutuel: For win $46.00; for place 1st $12.10; 2nd $8.60; 3rd $7.90.

Cash Sweep: 1st 286; 2nd 287; 3rd 86. Unplaced.—176, 317, 117, 201, 92 and 11.

4.—**The Mid-Autumn Cup.**—Value $400. 2nd pony $150. 3rd pony $100. For all China ponies that have not won more than one race since January 1, 1920.—One and three-quarter miles.

	lbs.	
Mr. J. P. B. Eastwood's bay Bachelor Tax, (Mr. Eastwood)	148	—1
Mr. Meguro's grey Royalist, (Mr. H. Tomono)	151	—2
Messrs. Fay and Seth's grey The Ameer, (Mr. Harper)	158	—*3
Mr. Hulthen's dun Fairlight, (Mr. T. Hulthen)	161	—*3

Also ran: Ace of Diamonds, (Mr. Sweeting); The Pioneer, (Mr. Z. W. Yu); Haruna, (Mr. D. S. Li); Motorist, (Mr. Matsumoto).

*Dead Heat.

Won by a neck; ¾ length. Time: 2:48 1/5.

Pari-mutuel: For win, $52.40; for place 1st $10.80; 2nd $10.50; 3rd $6.80; 3rd $5.90.

Cash Sweep: 1st 220; 2nd 54; 3rd 280 and 72 D.H. Unplaced.—293, 284, 121 and 517.

5.—**The Speedy Handicap.**—Value $500. 2nd pony $200. 3rd pony $100. For all China Ponies. Weights will be published on morning of the Race. Winners after publication of the weights, 5lbs. extra.—Three-quarter mile.

	lbs.	
Messrs. Toeg and Gubbay's dun Sir Lamerock, (Mr. Crokam)	148	—1
Mr. Day's grey Shenkoland, (Mr. Dallas)	156	—2
Mr. Harry White's p'bald Victoria, (Mr. D. S. Li)	140	—3

Also ran: Persimmon, (Mr. W. Hill); Inveravon, (Mr. J. C. Bauld); Florina, (Mr. Z. W. Yu); Unionist, (Mr. T. Hulthen); Silly Thing, (Mr. A. V. White); White Diamond, (Mr. J. K. Brand); Rokko, (Mr. J. Liou); The Hornhill, (Mr. H. W. Ip).

Won by ¾ lengths; four lengths. Time: 1:31 2/5.

Pari-mutuel: For win, $38.70; 1st $16.10; 2nd $8.90; 3rd $22.40.

Cash Sweep: 1st 218; 2nd 16; 3rd 424. Unplaced.—381, 127, 302, 245, 69, 281, 220 and 453.

6.—**The Polo Dash Stakes.**—Value $400. 2nd pony $150. 3rd pony $100. For China Ponies that have been playing Polo regularly this season and that have been started at the 68th Meeting. Weight for inches as per scale. Winners of a race of five furlongs or under barred.—Five furlongs.

Mr. Day's white Longstop (Mr. Dallas)		1
Mr. Day's skew Foreigniand (Mr. Harper)		2
Mrs. Jack Macgregor's dun The Lad (Mr. Dalgarno)		3

Won by half length, two lengths.

Time—1:16 1-5.

7.—**The Novices Race.**—Value Value $400. 2nd pony $150. 3rd pony $100. For China Ponies that have not won more than 2 races.—One mile.

Mr. MacBonar's brown Lockfield (Mr. Sweeting)		1
Mr. G. G. C. Harper's ches. Lightning Raider (Mr. Harper)		2
Mr. K. D. Soo's grey Beating (Mr. Yu)		3

Won by a half length, a half length.

Time—2:08 3-5.

8.—**The Sprint Selling Plate.**—Value $400. 2nd pony $125. 3rd pony $125.—Five furlongs.

Mr. Cloud's grey Sideway (Mr. Liou)		1
Mr. Tucksong's bay Eastern Star (Mr. Hill)		2
Mr. Ewong's grey Greyhound (Mr. Harper)		3

Won by a head, a head.

Time—1:15 1-5.

Mr. Henry Morriss' grey

9.—**The Stewards Stakes.**—Value $400. 2nd pony $150. 3rd pony $100.—Three-quarter mile.

Mr. Henry Morriss' grey Maresfield (Mr. Heard)		1
Mr. Robson's grey Seabird (Mr. Brand)		2
Mr. Day's Harvestland (Mr. Dallas)		3

Won by two lengths, two lengths.

Time—1:32 1-5.

10.—**The Autumn Plate.**—Value $400. 2nd pony $150. 3rd pony $100.—One and a half miles.

Mr. Day's brown Trustland (Mr. Dallas)		1
Mr. Leaf's dun Bright Folly (Mr. Brand)		2
Mr. N. L. Sparke's grey Colinton (Mr. Heard)		3

Won by a head, a head.

Time—3:35.

England Heads America In Long Distance Trials

Antwerp, August 19.—Today was not America's lucky one in the Olympic Stadium. Of the final events Pat Ryan was the only winner with a great hammer throw, by no means his best, but big enough to beat all his competitors. In the only other final of the day, the 1,500-meter run, both first and second places were taken by Englishmen, Albert Hill and P. J. Baker, with Lawrence Shields, representing the United States, third.

It was in this race that Joie Ray of the Illinois Athletic Club, generally regarded as a sure winner for the United States, not only was beaten but failed to finish better than eighth. Ray set a sizzling pace at the start and carried the runners over the rain-soaked track to such purpose that Hill finally flashed across the finish within six seconds of equalling the world's record for the distance.

THAT LAST SPRINT

Shields made a strong bid for second place, but a hundred yards from the tape the two Englishmen left the others behind and sprinted for the finishing line in tremendous style. There were only a few inches between them, the time of the winner being four minutes, one and one-fifth seconds.

The defeats Americans are receiving in the long-distance races is causing some apprehension, and, though as I wrote yesterday, the trip across the ocean and the short stay here has not given them time to get back into form, it is a disadvantage from which the Australians and others suffer even more.

Most of the day was taken up by the elimination heats in the 10,000, 400 and 200 mater races. The sodden cinders made the going heavy, for rain had fallen all night and continued to fall all day. There were virtually no surprises, the American and other teams running well to form.

AMERICANS TO FORE

In the first ten heats in the 400-meter race all the Americans, Shea, Meredith, Emery and Schiller, won their heats. In the quarter-final, however, Emery and Meredith were beaten for places and Schiller took second place behind the South African Dafel. Shea, in the last of four heats, beat B. G. D. Rudd in the longest time taken. In the finals England will have two representatives, America two, South Africa two and France one.

The quarter finals of the 200 meter race were more satisfactory. Loren, Murchison and M. M. Kirksey both won their heats and Paddock and Woodring took second places, the former behind the English favorite, Edward, who did the fastest time, twenty-two seconds flat, and Paddock behind the New Zealander, Davidson.

GUILLEMOT A MARVEL

Three heats were run in the 10,000-meter race, and the winners of each were Wilson, England, Guillemot, France and Lumatainen, Finland. The only American to qualify for the final was I. W. Faller, who ran in a heat with the French 5,000-meter champion. Guillemot, and took fourth place.

Guillemot's race was one of the most extraordinary performances yet seen here. He is a born runner and, in spite of having been gassed at the front and paying little attention to his trainers' instructions, he appears unbeatable.

BRILLIANT THRONG GATHERS TO WATCH TITLE CONTEST

(Continued from Page 1)

wherein the four players drove the ball furiously backwards and forwards, from racket to racket, until one or the other of them netted or outed in attempting a coup de grace. Carnavarro excelled on thrilling returns from "impossible" angles, while Toussaint was deadly on "kills" from mid-court and side-line smashes for placement.

REQUIESCAT IN PACE!

The least said about the first set the better. Wade and Tanaka could not seem to get started, only two of the games—the second and fifth—going to deuce. Carnavarro's judgment of balls driven to the base-line in this session was especially worthy of mention, as he permitted no less than eight of Tanaka's smashes to drop outside by inches, after gauging the angle of their trajectory.

With the first game in the second set gone to their more calculating opponents, Messrs. Wade and Tanaka pulled themselves together and took a game, on the latter's service. They repeated after Toussaint had won his "turn at bat," and again after they had lost Carnavarro's serve when they had him 15-40 and an easy chance for the win.

GAVE SET AWAY

With the games standing at 4-all, Wade netted three straight times on Carnavarro's service; which, aided by a beautiful placement on the part of the striker, gave him his game.

Tanaka, in the deciding game of the set, double-faulted twice and netted once. These misfortunes, added to Wade's unfortunate habit of netting, enabled Toussaint and Carnavarro to run out the set, 6-4.

The first game of the third set was a sizzler, going to Toussaint and Carnavarro after a series of brilliant rallies. Here the losers made their last bid for the championship, taking three games in succession.

It was their dying gasp. Toussaint and Carnavarro steadied, won a game and lost one, and then ran four straight for the set and match, 6-4.

CARNAVARRO A STAR

Carnavarro, throughout this tournament, has stamped himself as one of the best doubles-players ever seen in Shanghai. It now remains to be seen who will emerge the winner of the singles title, play for which will begin tomorrow afternoon, on courts to be selected by the individual pairs drawn in the first round.

The recapitulation of yesterday's scores is as follows:

FIRST SET

Service

	W.	L.	P.L.	O.	N.	D.F.
Wade	0	2	1	8	9	0
Tanaka	0	1	2	5	3	2
Carnavarro	2	0	3	4	2	0
Toussaint	1	0	2	4	2	0

SECOND SET

Wade	1	1	5	4	12	0
Tanaka	1	2	8	6	3	3
Carnavarro	2	1	3	1	3	0
Toussaint	1	1	3	5	4	0

THIRD SET

Wade	2	1	9	4	9	1
Tanaka	1	1	6	4	1	1
Carnavarro	3	0	8	4	1	0
Toussaint	1	1	4	8	6	0

TOTALS

Wade	3	4	15	16	30	1
Tanaka	2	4	16	15	7	6
Carnavarro	7	1	14	9	6	0
Toulssant	3	2	9	17	12	0

Abbreviations: Pl., placements; O., outs, N., nets; DF, double faults.

FIRST SET

Wade 0 0 0 0 0 0—0
Carnavarro 1 1 1 1 1 1—6

SECOND SET

Wade
0 1 0 1 1 0 1 0 0 0—4
Carnavarro
1 0 1 0 0 1 0 1 1 1—6

THIRD SET

Wade
0 1 1 1 0 1 0 0 0 0—4
Carnavarro
1 0 0 0 1 0 1 1 1 1—6

YANKEE CYCLISTS BEATEN

Antwerp, August 10.—American bicyclists did not win places in any of today's Olympic Velodrome events. Georges, of Belgium, won the 50 kilometer race in 1 hour, 16 minutes, 43 seconds. Alden, of England, was second, and Kelaar of Holland was third.

The Velodrome presented a war time field hospital at the close of the events today. Although no one was seriously injured there were a number of nasty spills. The 50-kilometer race entailed 125 laps on the steep track. There was much rough riding in this race as well as the others.

A. White, an Englishman, was struck over the heart by the fist of another competitor during the pursuit race. He was laid out for two hours and when he gained consciousness had to be carried home.

SPORTS CALENDAR

(Please send all dates of coming events in the sports world to us, in order that the public may be informed).

Sunday, Sept. 26th

SHOOTING—Cup Competition, American Co., S. V. C., at Rifle Range, commencing at 2 p.m.

Clay Pigeon Club shoot for "President's Cup," starting at 3:45 o'clock

Monday, Sept. 27th

TENNIS—First round, Singles Championship, Shanghai Lawn Tennis Association, (courts selected by players).

RACING—International Recreation Club, Kiangwan Track. First saddling bell at 1:30 p.m.

Tuesday, Sept. 28th

CRICKET—Shanghai vs. Hankow, at Hankow.

Tuesday, Oct. 12th

BOXING—Carpentier vs. Battling Levinsky, 12 rounds, New York City.

Wednesday, Oct. 20th

BOXING—Dempsey vs. Brennan, 15 rounds, New York City.

LAWN BOWLS GAME FOR CHAMPIONSHIP IS KEEN CONTEST

(Continued from Page 1)

2	—	1	1	1
3	1	2	—	1
4	—	2	1	2
5	1	3	—	2
6	2	5	—	2
7	1	6	—	2
8	3	9	—	2
9	—	9	1	3
10	—	9	1	4
11	2	11	—	4
12	1	12	—	4
13	—	12	3	7
14	3	15	—	7
15	—	15	3	10
16	—	15	1	11
17	—	15	1	12
18	1	16	—	12
19	—	16	2	14
20	—	16	1	15
21	1	17	—	—

The Championship Cups were presented after the match by Mrs. J. D. Gaines, who was in turn presented with a handsome bouquet of flowers.

The seasons Champions are:

Singles—G. Dunlop.

Runner up—G. Manwaring.

Pairs—R. C. Aitkenhead and G. McMurdo.

Runners up—A. Taylor and F. Ferrier.

Rinks—G. L. Campbell, J. Buckley, W. Pitt, J. Munro.

Wallace Cup—Shanghai Lawn Bowls Club.

A 5-RINK MATCH

A five-rink match was played during the progress of the Pairs match, in which the Hongkong players took part, the result being a win for Mr. Calderwood's rink with the highest margin. His rink thus received the Cups presented by a member of the Lawn Bowls Club.

The teams and scores were as follows:

T. Harborne (skip) R. Lapsley, T. E. Trueman, F. Fletcher 23.

A. W. McCallum (skip), H. H. Fowler, J. P. Lowe, F. A. Sampson 16.

J. Buckley (skip), P. Farrell, G. McSweeney, W. J. Davidson 18.

G. Dunlop (skip), W. B. Pitt, F. J. Norbury, J. M. Robertson 23.

Alb. Taylor (skip), J. S. McGavin, L. Ashcroft, J. McIlveen 23.

J. T. Disselduff (skip), P. M. Scott, Dr. J. W. Rose, H. G. Manwaring 16.

F. G. Banham (skip), F. C. Banham, W. J. Forsyth, A. G. Pile 13.

W. M. Calderwood (skip), J. D. Gaines, J. W. Mennell, A. Samson 24.

J. Munro (skip), W. A. Turnbull, E. Payne, A. Simpson 18.

G. L. Campbell (skip), J. Muirhead, E. Wheen, J. D. Gordon 23.

HONGKEW PARK

There were great doings at Hongkew Park yesterday at the Junior Golf Club's winding up. It was a "Ladies Day" and many ladies took the opportunity to display their ability at what looks like "the easiest game in the world." Some got a shock and some did remarkably well.

The winners were 1st Mrs. W. S. Featherstonhaugh, 2nd Mrs. Campbell (Hankow), 3rd Mrs. Ephgrave, 4th Miss Prest and the consolation prize Mrs. Webb.

At the conclusion of the games Mrs. Frank Lloyd, wife of the Captain of the Junior Golf Club, kindly presented the ladies prizes and also the Cups, etc., won during the season.

In the evening a musical evening took place in the form of song and dance and a very pleasant time was spent by a large crowd. The opportunity was taken to present the Golf Cups and prizes won during last Golfing season.

The day was voted a great success by one and all. Thanks are due to all who assisted, particularly to the donors of the various prizes.

Sport And Stage

(Continued from Page 1)

weight, instead of a fly, Dempsey would find it much less difficult to find a man worthy of opposing him for the title.

And speaking of Dempsey is a reminder that his recent declaration to the effect that he does not now draw the color line, is an utterance that will be received with mixed feelings in boxing circles. There are those who think—and they are in the majority—that Dempsey will be rendering boxing a real disservice by meeting Harry Wills.

Should a negro be given the opportunity of again becoming the heavyweight champion of the world? By the way the last big crusade against boxing both in England and America was due simply to the fact that a Negro—Jack Johnson—had been matched to fight a white man.

* * *

A CURIOUS GOLF PROBLEM

This is an actual occurrence: A player in a bogey competition putted at the hole, but the ball hung on the lip. It was half in and half out, and after waiting a time the player decided that it would not drop, so he proceeded to take up his stance and hole out.

He grounded his club in the usual manner and when about to hit, the ball fell into the hole.

Now under the rules, if a ball move after the player has taken up his stance, he is penalised one stroke, but can he be penalised here?

* * *

A CRICKET ABSURDITY

An unnatural alliance has been made between the higher mathematics and county cricket. The happenings at Leicester, when Yorkshire played a diplomatic draw with Leicestershire, suggest that a successful captain must have the brains of a Senior Wrangler. That in these days is quite as important as his batting average.

It has been decreed by the M.C.C. that the side leading on the first innings of an unfinished match shall score two points. Since five points are awarded for a win outright, a team with a percentage of over 40 is penalised when it gains an alleged first-innings win.

Yorkshire were in grave danger of such a disaster at Leicester. They went in against a score of 202 and they had plenty of time to beat that total. It was a case not so much for cricket as for diplomacy.

In order not to jeopardise their chances of winning the championship Yorkshire had to keep their pace of run-getting behind the clock. The position was such that a batsman who hit a four was working against the interest of his side. It was better to treat the worst possible ball as if it presented the greatest difficulty than to smite it for six. It was better to amble up the wicket for a single than to hurry and score two. The increase of the total was a menace to Yorkshire's interests.

In the end Yorkshire contrived to preserve their percentage with only two runs standing between them and the horrible consequences of a first-innings "victory;" but they lost nine wickets in the process.

The game presented an ocular demonstration of the absurdity of a system that may be sound mathematics but is thoroughly bad cricket.

—*Daily Mail.*

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A Prompt Remedy for all Irregularities. Three Pills of Apiol Steel & One of Martin's Pills in the Boxes explain the first Act of any Irregularity of the System & Quick cure may be administered. Those who use them recommend them, hence their enormous sale. At All Chemists and Stores. 2/6 and 5/- post free. From MARTIN, Chemist, SOUTHAMPTON ENG.

TRIAL TEAMS OF CRICKETERS BAT HEAVILY

(Continued from Page 1)

did not bat	0
Extras	26
Total (5 wks.)	238

Bowling Analysis

	O.	M.	R.	W.
R. F. Shroff	6	0	28	0
C. E. Ollerdessen	6	1	33	0
W. S. Read	5	1	44	0
R. Grimshaw	4	1	14	0
F. L. Wainwright	11	1	41	4
D. W. Leach	10	1	52	0

PUBLIC SCHOOL vs. "NAVY"

The above match was played on the Parsee's ground, and resulted in an easy win for the schoolboys. Batting first, the Navy could only muster 31 runs against the bowling of the Madar "brothers."

The schoolboys were out to win and when the game was called they ran out victors by 94 runs. Thanks to the splendid batting of Johansson (73) and P. Madar (14).

Of the five bowlers the Navy had Townsend proved the most successful; capturing 3 wickets for 14 runs. Leeman also got 3 wickets for 27 runs.

The following are the full scores and analysis:

Navy

Carter, c. Cooke, b. T. Madar.	7
Malcolmson, b. P. Madar	8
Weston, c. Moosa, b. T. Madar	0
Drayton, c. Reid, b. T. Madar	2
Pridmore, b. T. Madar	0
Lee, run out	0
Black, c. Reid, b. P. Madar	2
Townsend, b. P. Madar	7
Tilley, c. T. Madar, b. P. Madar	1
Leeman, not out	0
Ames, st. Remedios, b. P. Madar	0
Extras	4
Total	31

Bowling Analysis

	O.	M.	R.	W.
P. Madar	5.2	2	11	5
T. Madar	4	1	16	4

Public School

E. Cooke, b. Malcolmson	4
M. Moosa, l.b.w. Carter	6
J. Johansson, not out	73
P. Madar, c. Drayton, b. Carter	14
A. Reid, b. Weston	4
A. Remedios, c. Malcolmson, b. Leeman	8
T. Madar, c. Carter, b. Leeman	1
E. Cumine, c. Tilley, b. Leeman	1
C. Morton, c. Tilley, b. Townsend	4
S. Moosa, st. Tilley, b. Townsend	0
E. Petersen, l.b.w., b. Townsend	4
Extras	6
Total	125

Bowling Analysis

	O.	M.	R.	W.
Malcolmson	4	0	11	1
Carter	10	1	31	2
Western	10	0	36	1
Leeman	5	0	27	3
Townsend	8	0	14	3

ST. JOHN'S WINS TENNIS VICTORY

St. John's won over Nanyang in tennis yesterday in a series of matches played on the St. John's courts. The meeting was one of the first round in the series that is to decide the championship of the East China Intercollegiate Athletic Association.

This year's championship is of great interest to the St. John's student body; for, if St. John's wins the championship this year, the handsome Slazenger Cup will become the permanent possession of Van Wiung Doo.

Yesterday's series consisted of three singles matches, played in the morning, and two doubles matches played in the afternoon.

Perhaps the best play of the day was that of Captain Tyau of the St. John's team, though the doubles match, Mung and Tsang vs. Young and Lee, was more spectacular.

The following is the score:

SINGLES

St. John's Nanyang Score

C. H. Tyau vs. K. N. Lee 6-1; 6-0

J. B. Young vs. S. C. Young 6-3; 6-4

C. T. Mung vs. S. K. Ting 6-1; 8-6

DOUBLES

C. H. Tyau Y. D. Doo

T. T. Mo vs. C. N. Liang 4-6; 6-2; 6-1

C. T. Mung S. C. Young

M. L. Tsang vs. K. N. Lee 6-3; 6-3

Government Teachers' College in Nanking and Futan College in Shanghai are new members of the Intercollegiate Association this year. There are now eight schools competing in athletics and it is hoped that the new members will add to the interest and the excitement of college athletics in this part of China.

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To be drawn among 30,000 successive numbers in full view of the public in Shanghai, China, on October 16, 1920.
One tenth of each ticket will be sold at $0.60, the proceeds of which after payment of prizes, charges, etc., will be divided between the Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing, proportional reduction in the allocation will be made.
Price for Whole Tickets: $6.00
Tickets may be obtained from all dealers.
All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des Deux Republiques, Shanghai): if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.
The Chinese Benevolent Association
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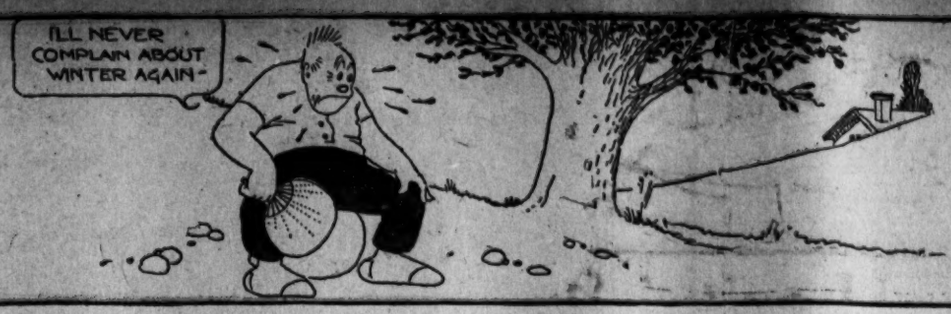


Comic Picture Section

Sunday, September 26th, 1920

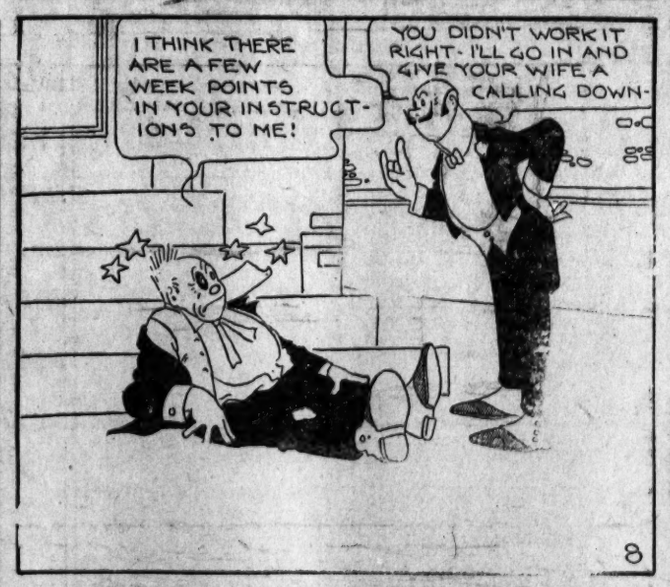
Bringing Up Father

ARTHUR- DON'T YOU THINK---
DON'T INTERRUPT- YOU MUST LEAVE MR. JIGGS AND MYSELF ALONE- WE DO NOT WISH TO BE DISTURBED-
I THINK I'D BETTER GIT AN AMBULANCE NOW-
3

WELL- MR. JIGGS- I'VE HEARD A LOT ABOUT YOU AND I'M GLAD TO MAKE YOUR ACQUAINTANCE-
YOU DON'T KNOW HOW GLAD I AM TO MEET YOU- TELL ME- HOW DO YOU GIT AWAY WITH BOSSIN' YOUR WIFE LIKE THAT?
4

WHY- IT'S THE EASIEST THING IN THE WORLD JUST ASSERT YOURSELF! THEY NEVER ARGUE WHEN THEY KNOW YOU ARE THE MASTER- DON'T TAKE ANYTHING FROM THEM-
GO ON YOU INTEREST ME-
5

ALWAYS REMEMBER- SOME ONE HAS TO BE BOSS IN THE FAMILY- AND IF YOU DON'T TAKE THE JOB NATURALLY YOUR WIFE WILL-
I'M GOIN' RIGHT IN AN LET MY WIFE KNOW WHO IS TO BE BOSS FROM NOW ON!
6


I THINK THERE ARE A FEW WEEK POINTS IN YOUR INSTRUCTIONS TO ME!
YOU DIDN'T WORK IT RIGHT- I'LL GO IN AND GIVE YOUR WIFE A CALLING DOWN-
8

MY GOODNESS- BUT YOU ARE BRAVE- I'M AFRAID OF MY HUSBAND- HE HAS SUCH A TEMPER!
I'D TREAT ANY MAN LIKE THAT- I'VE GOT A TEMPER MYSELF!
9

MRS. JIGGS- YOUR TREATMENT TO YOUR HUSBAND IS DISGRACEFUL- YOU CAN BET NO WOMAN COULD HANDLE ME LIKE THAT
ARTHUR- CONTROL YOURSELF!
ARE YOU TALKING TO ME?
10

Little Jimmy

1. "HOORAY! I'VE GOT A DANDY BITE! WATCH YOUR PA, JIMMY AND SEE HIM LAND A BIG ONE!"

2.

3. "RUN BACK TO THE BOAT HOUSE AND TELL MR. BOGGS TO FOLLOW ME WITH HIS FAST LAUNCH!"

4. MIEWR-R

5.

6. "LISTEN KITTY, YOU WAIT RIGHT HERE! I'LL BE RIGHT BACK!"

7. BOGGS BOATS - FAST LAUNCH TO LET

"MISTER BOGGS CAN I HAVE A FISHIN' LINE AN' POLE? I JUST GOTTA DO SOME FISHIN'!"

"AYE-AYE ME HEARTY! I'LL DO IT!"

8. "YOU WAIT JUST A MINUTE, KITTY AN' YOU'LL SEE WHAT JIMMY'LL GET YOU!"

PR-R-RR-RR

AND NOW HARKING BACK

9. "WHATEVER THAT IS, IT'S THE FASTEST THING I'VE EVER SEEN IN THE WATER!"

"VERY SUSPICIOUS! GIVE ORDERS TO FOLLOW AND INVESTIGATE IT!"

10. "MORE SPEED! WE'RE NOT EVEN GAINING ON IT!"

"SHE'S DOIN' HER LIMIT NOW, SIR!"

11. "STRING BROKE! HAUL ME OUT! EXPLAIN LATER!"

15

12. "DID A LITTLE BOY SEND YOU AFTER ME?"

"NO! WE SIMPLY HAPPENED ON YOU, SIR!"

13. "LOOK PAPA. I'M CATCHIN' FISH FOR THIS POOR OLE CAT!"

PR-RR-RR-R

14. PHISSTTS

SWINNERTON